

And still the Soviet trials continue

Jewish Chronicle Foreign Staff

Two more trials of Jews who have applied for exit visas for Israel will take place in the Soviet Union later this month, according to Jewish sources in Russia. On June 15, Mrs Raiza Palatnik will go on trial in Odessa and the following week, on June 21, nine young Jews arrested last summer will face a court in Kishinev. Their names were given in the JEWISH CHRONICLE on May 21.

The charge against Mrs Palatnik is based on the fact that she tried to locate relatives living in Israel. She has also applied for a visa to Israel.

The Riga trial ended on Thursday of last week with the conviction of the four accused, who were given sentences of from one to three years. Arkady Shpilberg (for

and seven years, respectively), on the ground that the charge of treason made against them had not been proved.

Reliable sources report that legal proceedings have been started against a group of young Jews in Sverdlovsk, in the Urals, which has a Jewish population of 40,000.

Eight Jews from that town signed a letter of protest to the Soviet authorities against the sentences in the first Leningrad "hijacking" trial.

One of them, Valery Kukuy, is now to be charged with "slandering" the Soviet authorities.

Following the search of a Moscow-bound train at Kiev by the KGB last week, eight Jews carrying a petition protesting against the authorities' refusal to grant some of them visas for Israel were arrested. One of them, Israel Kleiner, had his visa for Israel, which he had received a few days before, cancelled.

The American State Department has described the current trials of Soviet Jews as "abhorrent" and "a violation of fundamental human rights." The department said the United States was deeply concerned over Moscow's practice of trying people in secret.

The world-wide protests against the trials continue. In New York last week 3,000 high school children staged an orderly demonstration in front of the Russian UN mission. A silent two-hour protest was staged by 60 young Jews in Sydney.

About 100 Jews in Madrid sent a cable of protest to the Soviet Prime Minister.

Innocent gift

From our Correspondent Copenhagen

When the Soviet Deputy Foreign Minister, Mr Semyon Tsarupkin, left a meeting here on Tuesday with the Danish Foreign Minister, Mr Poul Hartling, a little girl handed him a bouquet of flowers and a book.

The Russian smiled and thanked her, thinking it was a gift. It was, however, a special greeting from the Danish Action Committee for Soviet Jews and the book was a Hagada. A letter inside it began: "Comrade, do you know that the USSR ... discriminates against her Jewish citizens?"

When the prosecution had demanded four years) was given three; Mikhail Shepshelovich—three years; Ruth Alexandrovich and Boris Matstier—one year each.

Counsel for two of the defendants in the second Leningrad "hijacking" trial, Gilya Butman and Mikhail Korenblit, have appealed against their sentences (ten

Sinai oil strike report

From our Correspondent Paris

Reliable reports from Israel indicate that there has been an important off-shore oil strike with the drilling of an off-shore well in the Gulf of Suez near the Abu Rodeis oilfield in the Sinai Peninsula.

A yield of 10,000 barrels of oil a day, one of the highest in the world, is expected, according to first estimates.

Israel sources are reticent, but it is likely that the Italian firm operating the Abu Rodeis oilfield since before the 1967 Six-Day War has notified the Egyptian Government.

There are 70 wells in the oilfield and a further 20 off-shore. Israel has not interfered with the operations by the legitim: to Italian owner and it is believed that the firm continues to pay royalties to the Egyptian Government.

Guard accused of child murder

From our Correspondent Dusseldorf

Franz Swiderski was accused of beating to death 18 children because they could not work any more when his trial opened here on Tuesday on charges of the wartime murder of many Jews at Treblinka concentration camp in Poland.

The court was told that Swiderski volunteered for the Russian auxiliary forces serving with the Nazis soon after he was taken prisoner by the Germans in 1941.

He was appointed head of an auxiliary unit at Treblinka guarding Jewish prisoners and was nicknamed "The Hammer" for his brutality.

Pope blesses B'nai B'rith

From our Correspondent Rome

The Pope praised the work of B'nai B'rith on Wednesday and stressed the need to encourage better Christian-Jewish relations and fight all forms of discrimination.

Addressing New York members of the Anti-Defamation League (an offshoot of American B'nai B'rith) after his weekly general audience, the Pope reiterated the Second Vatican Council's call for "mutual understanding and respect which are the fruit above all of Biblical and theological studies and brotherly dialogue."

Stressing his own concern at all forms of discrimination on grounds of race, origin, colour, culture and sex he invoked God's blessing on the efforts of the league for creating a better climate between Christians and Jews.



The leader of the British Labour Party, Mr Harold Wilson, greets the Israeli Premier, Mrs Golda Meir, at Helsinki. (Story, page 1)

Turkish Government 'acted correctly'

Istanbul

With the capture on Tuesday of two gunmen who had held a young Turkish girl hostage, eight of the nine people wanted by the martial law command in connection with the kidnapping and murder of Mr Ephraim Elrom, the Israeli Consul General here, have been accounted for.

The two gunmen had held the 14 year-old daughter of an Army major prisoner in her flat since Sunday, as hostage for their safe conduct across the Turkish border.

In a scuffle with a night watchman outside the block of flats, before they forced their way in, they dropped a bag containing Mr Elrom's passport, visiting cards and a Sten-gun.

When the two gunmen were overpowered on Tuesday after a 3-day siege by 1,000 troops, the enraged crowd waiting outside the block of flats set upon them. One of the gunmen died on the way to hospital.

The seven now in custody in connection with the crime, six men and a woman, are members of the extreme Left-wing Turkish People's Liberation Army, a group of urban guerrillas responsible for a number of acts of violence in recent months.

They are known to have contacts with extremist Left-wing Arab terrorists in Syria and Jordan. On Monday a group of six were trapped by gendarmes in Adiyaman province, near the border with Syria. Three were killed.

Asked about the events in Turkey on an Israel Radio programme, Mr Isser Harel, former head of the Israeli secret service, commented the Turkish Government for the way it handled the kidnapping of Mr Elrom.

He said that, in his opinion, the Turkish Government acted "absolutely correctly in refusing to submit to the blackmail of gangsters."

"That's the way governments should handle these affairs, and then the crime of kidnapping would cease to be a worthwhile undertaking for the criminals," he added.—(Reuters)

Egypt's planes in Syria?

From our Correspondent Jerusalem

Reports that Syria has agreed to the stationing of 25 Egyptian combat aircraft on her territory cannot be confirmed in Israel. However, there is no doubt that Egypt would welcome this. Aircraft operating from the Egyptian airfields in the Nile delta would have a long way to fly to reach Israeli targets.

Permission to use Syrian airfields either for direct operations or for landing after attacking Israeli targets would give many advantages to the Egyptians.

Bomb outrage in Rio

From our Correspondent Rio de Janeiro

A home-made time bomb exploded against the wall of the Jewish National Fund offices in the centre of Rio de Janeiro on Wednesday of last week. Little damage was caused. The police are investigating the incident.

A Rio bookshop is again selling copies of the notorious forgery, "The Protocols of the Elders of Zion," which purports to give details of an alleged plot by Jews to dominate the world. The book, which is selling at 67 cruzeiros (42p), a copy does not bear any publisher's imprint.

Drinking to a peaceful year

Tel Aviv

Israelis are drinking more now, when the guns are silent, than during the days of shooting and tension before the Middle East ceasefire came into effect last August, according to Mr S. Rosenberg, the chairman of the Israel Wine Growers' Association.

But, he said, they are still among the lowest per capita drinkers of wines and spirits in the world.

Wine sales in Israel increased by 13 per cent in the first quarter of this year, compared with the same period in 1970. Spirits sales went up by 81 per cent.—(Reuters)

New magazine pines for Adolf Hitler

5,329

From our Correspondent

A lengthy article full of information for Adolf Hitler and his followers is being published in a new magazine published here.

The article, by J. A. Neuhof, said that "liberal and American powers" have invented the crimes attributed to Hitler.

It was impossible that a million Jews had died during the Second World War, because there were more Jews in Europe after the war than before it, the writer alleged.

Asked about the magazine, the vice-chairman of the American Publications Committee, Mr A. J. van Niek, said he had had no complaints.

Brandwag is published by the office of Ster, an ultra-right wing National Party (NRP) leader, Hertzog, leader of the publisher of Ster, Mr J. J. editor and managing director of both publications.

Israel's terms for an agreement with Egypt for the reopening of the Suez Canal were announced by Mrs Golda Meir, the Prime Minister, in a tough major "state of the nation" address to the Knesset on Wednesday. Her speech came only a few hours after she had revealed that President Sadat had told the Egyptian Army to be ready for battle before the end of the year.

Cleric urged to apologise

From our Correspondent

Dr J. D. Vorster, archbishop of the South African Church, has been urged by the Jewish community to apologise for his remarks in a recent sermon.

Dr Vorster, a leading figure of the Afrikaner People's Party, a group of urban guerrillas responsible for a number of acts of violence in recent months.

The attack, made in the official quarterly, Die Reun, Dr N. Lee (and reported in the Jewish Chronicle) last week that Jews, Hindus and Muslims "have the devil as their ally."

The board has power to remove any member of the board who is "undesirable" or "brings any discredit to the board or its members."

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Israel's plan for Canal opening

From GEOFFREY D. PAUL—Jerusalem

Israel's terms for an agreement with Egypt for the reopening of the Suez Canal were announced by Mrs Golda Meir, the Prime Minister, in a tough major "state of the nation" address to the Knesset on Wednesday. Her speech came only a few hours after she had revealed that President Sadat had told the Egyptian Army to be ready for battle before the end of the year.

Effective and agreed supervision procedures would be established. The means of deterrence against violation of the agreement would be assured.

The removal of the Israeli forces from the Canal would not mark a stage leading to further withdrawal before peace is established. While the maintenance of the arrangement would not be dependent upon the Jarring talks, it would also not be incompatible with these talks.

Israel's Prime Minister emphasised that the new lines to be occupied by Israel would not be considered permanent. These would be determined by a peace treaty to be concluded with Egypt. Mrs Meir repeated a previous denial that Mr Moshe Dayan, the Defence Minister, had suggested at his meetings with Mr Joseph Sisco, the American Assistant Secretary of State for Near East Affairs, that there could be a 21-mile Israeli withdrawal from the Canal.

"No undertaking on a change in the deployment of forces on the ceasefire lines has been given or will be given until the Government has recommended it and received the approval of the Knesset," Mrs Meir said.

Israel has not the slightest intention of withdrawing from the banks of the Canal, Mrs Meir said, "in order to grant her enemies decisive strategic advantages for the renewal of the fighting to enable the Egyptians and perhaps the Soviet Army to cross the canal and all this as the first stage in a total withdrawal from all the territories."

Characterising the Soviet-Egyptian treaty as "an unprecedented step in the relations of the Soviet Union with any country outside the

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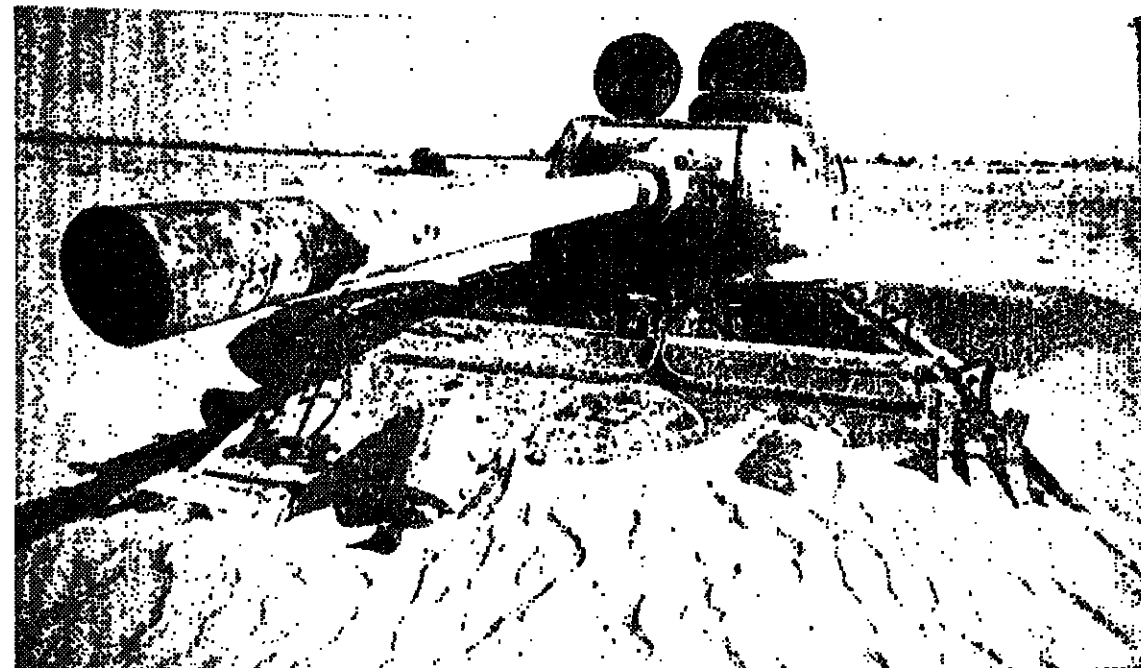
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Four years after the Six-Day War a captured Egyptian tank covered by the drifting Sinai desert sand is a symbol of the Egyptian defeat and also of the present ceasefire

Ruth moved to distant prison camp

From our Correspondent New York

Miss Ruth Alexandrovich, who was sentenced to a year's imprisonment at a trial in Riga at the end of May, has been moved from the Latvian capital to a distant prison camp.

She was wearing a Magen David on her prison garb.

The 23-year-old nurse's mother, Mrs Rivka Alexandrovich, spoke by telephone from Chicago to her husband, who is still in Riga, and learnt that Ruth is in serious need of medical attention. She suffers from a kidney complaint.

Mrs Alexandrovich has made an urgent appeal to Senator Edward Kennedy to intercede on her daughter's behalf. He promised to do all he could.

Meanwhile, Israel's United Nations representative, Mr Yosef Tekoa, has circulated copies of a letter from Professor Mikhail Zand addressed to the Soviet President, Mr Nikolai Podgorny, the UN Human Rights Commission and various governmental agencies.

Professor Zand, 44, recently had his exit permit from the Soviet Union cancelled, after having made preparations to leave. He was dismissed from his job after applying to emigrate.

(See trials report, page 4)

USA critical

From our Correspondent New York

The State Department has reiterated the criticism, first made in February, that Israel is violating the Geneva Convention by building forts in East Jerusalem.

Mr Charles W. Bray, a spokesman, said on Wednesday that the USA opposes any action which might prejudice peace.

Tel Aviv—Israeli Army Chief says new war unlikely.

Hundreds of youths participate in football riot.

Jerusalem—Chief Rabbi split over basidiy issue.

Haifa—KGB threat to reach Soviet Jews in Israel.

Drives chief detained on spying charges.

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ISRAEL AND MIDDLE EAST

Barlev thinks new war unlikely

From Geoffrey D. Paul—Tel Aviv

A continuation of the present Middle East ceasefire is a practical possibility, since none of the nations involved—Egypt, Israel, America and the Soviet Union—wants a resumption of fighting. This view of the situation was put forward by Lieutenant-General Haim Barlev, Israel's Chief of Staff, on Tuesday, when addressing journalists at a Foreign Press Association luncheon here.

He said that no one could be sure that a resumption of hostilities would change the existing situation. However, he did not rule out the possibility of hostile Egyptian action and warned Cairo against beginning another war.

If there should be a fresh outbreak of fighting, "I am confident that Egypt will by no means find herself in a better position afterwards than today. . . . I am sure we shall continue to hold all the ceasefire lines we hold today," General Barlev declared.

In addition, he was also "pretty sure that we shall be able to create such military pressure on Egypt that she will have to come to the same conclusion she came to ten months ago—that the Egyptians and other Arab countries cannot achieve anything (by military means) and that the only way to solve the situation is not on the battlefield."

The Chief of Staff said that it was unrealistic to expect a fully fledged peace with the Arabs in the foreseeable future. This was because the Egyptians wanted total Israeli withdrawal from all the occupied territories. The Israeli Government was not going to accede to this.

"We do not claim the Suez Canal as our final border, but we definitely claim that it will not be the

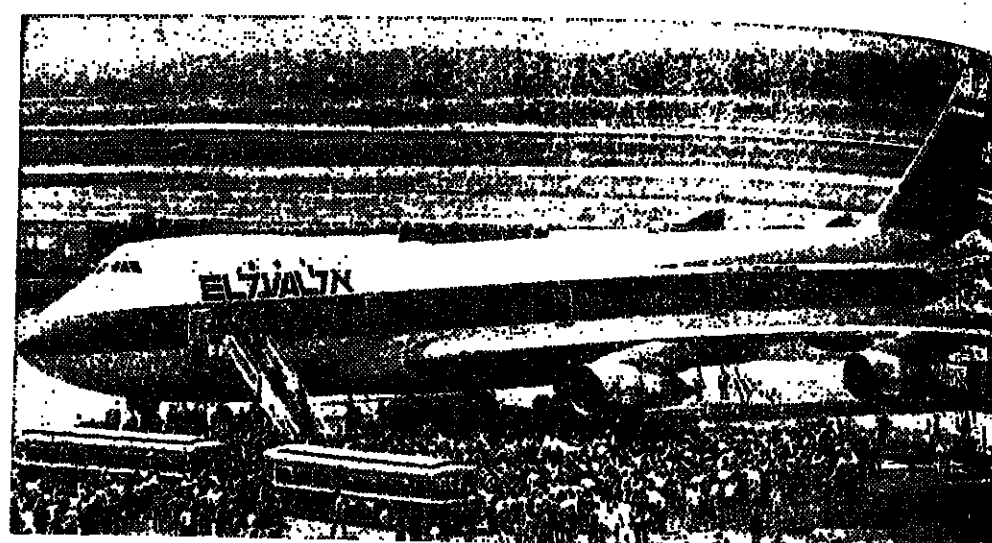
line along which the Egyptians concentrated their divisions just four years ago," he stated.

General Barlev's evaluation that fighting will not be renewed in the Middle East is believed to be based on a number of assumptions. The prime one is that the Soviet Union's major interest is no longer rooted in the Arab-Israeli conflict. She is now looking beyond the Middle East to North Africa, the East African littoral and Asia as part of her long-term global policies.

Israel considers that Moscow is unlikely to put at risk its six Egyptian air bases, its Alexandria naval base and a second being built at Mersa Matruh by backing the Egyptians in a military adventure against Israel with an unpredictable outcome.

In fact, the Russians can exercise a restraining influence on Egypt. They have so deeply penetrated the Egyptian armed forces that the possibility of Cairo making a surprise attack on Israel can be ruled out.

And the Israelis are not convinced that the Egyptians can mount an offensive across the Suez Canal, despite all the training and weapons they have received from the Russians.



El Al's first jumbo jet at Lydda airport after flying from New York via London. To mark the occasion, Mrs. Golda Meir, the Israeli Premier, cut a ribbon at the airport and joined hundreds of guests in toasting the captain and crew of the aircraft and El Al.

Cairo's £650m war budget

Cairo

A record Egyptian military budget of £650 million, an 11 per cent (£73 million) increase on last year, was announced at a press conference here last week by Abdel-Aziz Mohamed Hejazi, the Finance Minister.

The new budget includes provisions for civil defence and national security. President Sadat said in his latest speech that the chances for peace in the Middle East were no more than one per cent.—(Reuters)

Zim is zooming

From our Correspondent Jerusalem

Israel's national shipping line, the Zim company, doubled its net profit last year to nearly £3 million and repaid debts totalling £6 million. It now operates a fleet of 137 ships, including 37 chartered vessels flying foreign flags.

Druse chief held on spy charge

From our Correspondent

Sheikh Kamul Kanj Abu Salah, 60, the leader of the Golan Heights Druse, has been arrested on charges of spying for Syria. The arrest was made three weeks ago, but was announced only at the end of last week. Nine other suspects were arrested with him. He is known to have been in close touch with several Israeli political leaders—he has acted as host to the Deputy Premier, Mr. Yigal Allon, on a number of occasions—and his arrest came as a complete surprise.

The Sheikh's home village, Maj-

Old synagogue identified

From our Correspondent Jerusalem

A large public building dating from the Talmudic period (about 200 to 500 CE), first discovered by Israeli archaeologists on the Golan Heights after the Six-Day War in 1967, has now been positively identified as a synagogue of the 3rd-4th centuries.

About 57 feet long and oriented from north to south, like many other ancient synagogues in northern Israel, the building was discovered at Kusein, about eight miles east of the Hnot Yuncov bridge across the River Jordan.

Among the finds made at the site are a doorknob carved with a menorah and a peacock, carved columns and capitals, and a bench for worshippers built against the inner walls of the synagogue. Kasrein lies at the centre of an area now proved to have been the heart of a flourishing Jewish community during the Talmudic period.

No changes in Middle East, says U Thant

From our Correspondent—United Nations

U Thant, the Secretary-General of the United Nations, has blithely swept away with a wave of the hand all that has happened in the Middle East in recent weeks—the Suez Canal initiative, the 10-year Egyptian-Soviet pact and everything else.

"There have been no important or significant developments in the past few weeks or few months since the initiative of Mr. Jarring in February," U Thant declared.

He was referring to Mr. Jarring's questions to Cairo and Jerusalem as to whether the former would be ready to conclude a peace with Israel, if certain conditions were met, and whether the latter would be willing to withdraw to the "international frontiers" existing before the Six-Day War.

U Thant was giving his views at

the annual luncheon to the United Nations Correspondent Association. He stated that Resolution 242 was passed in 1967, there were differing interpretations of its various parts, however, a common theme emerged, and "we can conclude that this will be the basis of the Security Council's work."

As for the Suez Canal, U Thant said America had indicated that her sole motivation in being its reopening was to bring an end to the Suez Canal's international measure of security.

However, "as far as there has been no knowledge," he added.

Adams arrives

From our Correspondent

Mr. Michael Adams, director of information of CAABU (Committee for Advancement of Arab Understanding), is on a visit to Israel. Among those seen is an old friend, Mr. Snodgrass, the British General in Jerusalem. Mr. Adams is staying in the East Jerusalem YMCA.

Chief Rabbis differ on bastardy case

From our Correspondent—Jerusalem

Chief Rabbi of Israel, is the three rabbis learned in halakha — to resolve the matter (bastards).

stated this week that he would refer a plenary session of the Supreme Court to the review, but that Rabbi Ussishkin, the Sephardi Chief Rabbi, was opposed to this. Rabbi

any young killers

From our Correspondent Jerusalem

123,000 immigrants have entered Israel since the 1967 War. Of these, 45,000 have come from Europe; 24,000 from America; 11,000 from Latin America; 41,000 from North Africa; and 3,500 from Australia and South Africa.

Of the immigrants were 24 per cent being aged 19 and under, and 48 per cent between 20 and 29. Only 8 per cent were 65 and over.

newcomers' educational level is higher than the average of the settled population: 44 per cent came in 1970 possessed degrees, compared with 30 per cent among the general

Israell officials said that Kanj was arrested after he was found in his village had been in contact with troops who then ordered one inside to come out and the first to do so.

Among items found in the house and seized were military weapons, newspaper cuttings, military maps, a Soviet Kalashnikov rifle and two revolvers.

The 5,000 Druse in the Golan Heights were reported to be 30,000 Israeli fellows after the Six-Day War in 1967. The Druse in Israel are almost completely loyal to the Jewish State and like Israeli Arabs, serve in the Israel Defence Forces.

Their esoteric religious beliefs were founded in Egypt some 2,000 years ago. The Druse house was the father-in-law of Moshe

Adams arrives

From our Correspondent

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Arab improves relations

with Arabs

Jerusalem

Operation between the Israeli and the Arabs living in the occupied territories has been improved by the economic boom of the past year, Brigadier-General Shlomo Gazit said in a interview last week.

General Gazit, the administrative officer of the occupied territories, who spoke on the eve of the fourth anniversary of the Six-Day War, declared that the situation on the West Bank was "more relaxed" than in the troubled Gaza Strip.

But generally, he said, there had been a considerable change in the Arabs' attitude towards Israel during the last year. "The economic boom, full employment and the events in the Arab countries, particularly President Nasser's death in Egypt and the Jordanian civil war, have all helped to improve relations, based on give and take."

The Arab populations were becoming increasingly independent and the deteriorating image of the Arab terrorist organisations had also contributed to improved relations.

General Gazit did not believe that, after Israel's four years of activity in the occupied territories, the Arab inhabitants were more ready to accept an Israeli administration as a permanent solution.—(Reuters)

Youth riot in soccer dispute

From our Correspondent Tel Aviv

Police claim to have found 24 petrol bombs in the home of a youth living in the slum quarter of Hatikva here after violent demonstrations on Sunday and Monday over a football match which was never played.

Bnei Yehuda, the Hatikva quarter's favourite team, would have been saved from relegation in the National League if they won Saturday's match against Holon Hapoel, but the Holon team did not turn up.

During the next two days the Hatikva youth staged their violent protests in support of their claim that their team should be awarded a walk-over and the points which would prevent relegation.

Hundreds of youths turned up on Monday evening outside the Football Association's headquarters in central Tel Aviv and in pitched battles with police windows were smashed, cars and buses attacked and four policemen were hurt. More than twelve youths were arrested.

The youths were particularly angry at a report that the association would order a replay. An association spokesman said later that discussion had been postponed in view of the disturbance.

The Hatikva quarter houses Tel Aviv's equivalent of Jerusalem's Black Panthers.

Religion test for parents

From our Correspondent Jerusalem

The Jerusalem municipality and the Israeli Education Ministry are reported to be inquiring into allegations that parents must sign a declaration that they are observant before their children are admitted to State religious schools in the capital.

This infringes the statutory requirement that State schools must be open to all.

The press has also reported examples of children at such schools being warned that they would be expelled if they did not observe the religious laws at all times.

One girl was suspended for a few days because she was seen wearing trousers outside school hours.

In Israel, 65.5 per cent of primary school pupils attend State schools; 28 per cent attend religious schools; and 6.5 per cent attend Agudat Israel independent religious schools. Free compulsory primary education for children between five and 14 years is partly financed by the State and partly by local authorities.]

'Answer' to canal missiles

Tel Aviv

Israel's Air Force has found the answer to the Soviet missile line up on the Suez Canal, an anonymous squadron commander said in a radio programme last week marking the fourth anniversary of the Six-Day War.

The officer, who leads a squadron of American-built Phantom jet fighters, said that the air force had exploited the ceasefire in training and operational re-appraisals to develop new combat techniques to meet the missile problem.

With the "Americanisation" of the air force, it had attained an unprecedented level of striking power. "Far superior to anything we were able to muster when most of our equipment was French-made."

France still withholds delivery of an Mirage fighter aircraft Israel bought before the Six-Day War.—(Reuters)



Israeli troops search a bag carried by a Gaza Arab after four grenade incidents and five murders in the Gaza Strip at the week-end. In two of the grenade attacks, two Israeli soldiers and five Arabs were wounded. In the two other grenade incidents in which Arab terrorists attacked Israeli Army patrols, one Arab terrorist was killed and another wounded.

Gaza terrorists gaoled

From our Correspondent—Jerusalem

An Israeli military court has sentenced nine senior commanders of the Popular Front for the Liberation of Palestine to prison terms ranging from life to 20 years last week.

They had pleaded guilty to murdering 13 Arabs and injuring more than 60 in the Gaza Strip, and killing four others in clashes with Israeli security forces in the Strip.

They also admitted carrying out dozens of acts of sabotage, robbery and assault.

Major Aharon Sapir, the court president, said that the men made up the most important Arab terrorist group captured in Israeli-occupied territory since the 1967 Six-Day War.

The Arabs faced more than 74

charges. The court rejected their plea that they had acted from ideological motives.

Although the number of border and terrorist-inspired incidents increased to 78 last month from 51 in April, no Israeli soldiers or civilians were killed by enemy activity during May.

The largest increase in the number of incidents was reported on the Syrian border—21 in May compared with six in April. Of the 16 Israelis injured by sabotage action during May, no fewer than 13 were wounded in Gaza.

ALYN ORTHOPAEDIC Hospital, recently opened in Jerusalem for the care and education of severely disabled children, is the first of its kind in Israel.

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Fay Schneider also caters for less people.

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IMPORTANT NOTICE

for
PIPERS SUNDAY INTERNATIONAL MEMBERS

Every Sunday *Pipers International* is open to its members and guests at normal entrance prices and concessions, regardless of any organisation combining its activities for their members or guests in conjunction with it—

NATASHA BOYLE, SECRETARY

OVERSEAS NEWS

Four new trials of Soviet Jews

From our Special Correspondent on East European Affairs

A number of trials of Russian Jews will be held this month. The first was due to begin yesterday (Thursday) in the Ukrainian provincial town of Vinnytsa. There, Alexander Gorbach, a 35-year-old engineer, will be tried on charges of "involvement in private economic activity." Until he was arrested, Mr Gorbach lived in Kharkov, one of the principal cities of the Ukraine.

Mr Gorbach was employed at the Giprostat Institute in Kharkov until last December, when he was dismissed because of bad health—he has a seriously diseased left eye and had spent a long time in hospital receiving treatment for it.



Anatoly Goldfeld

Also in December, he applied for permission to emigrate to Israel and was threatened with arrest by the security police (KGB). He was in fact detained for several hours at the beginning of February, 1971, to "find out what you are living on."

Twelve days later, his flat was searched by the KGB, who removed every piece of paper containing the words "Jew" and "Israel."

Petition

On March 23, Mr Gorbach and 38 other Soviet Jews entered the Moscow office of the Soviet procurator-general and presented a petition protesting against the then pending trials in Leningrad, Riga and other cities. He was arrested and sentenced to two weeks in jail for "potty hooliganism."

After declaring a hunger strike in Moscow prison, he was transferred to Kharkov, where his gaolers forcibly fed him. The hot milk they poured into his mouth scalded his throat, and when he was released from prison, his health was so bad that he had to enter hospital.

Mr Gorbach's trial will be followed on Tuesday by one in Odessa, where 35-year-old Mrs Raiza Palatnik will face charges of "slandering the political and social system of the Soviet Union."

Mrs Palatnik, a librarian in Odessa until her arrest in December, 1970, refused to kneel under to the KGB. As a result of her refusal to admit her "guilt," she was sent to a mental hospital. However, the doctors who examined her de-

clared her sane and she was transferred to prison.

Two days after Mrs Palatnik goes into the dock, Valery Kukui, 33, will be tried in Sverdlovsk on a charge of "slandering the social and political system of the Soviet State."

His "crime" was to have signed—along with seven other Soviet Jews—a strongly worded letter to the Soviet authorities, protesting against the first Leningrad trial last December (the "hijacking trial").

After the Kukui proceedings are under way, the fourth trial is scheduled to take place in Kishinev on June 21. There will be nine defendants, six from Kishinev and three from Leningrad. Details of the charges against them are as yet unknown.

Their names are: Alexander Hulpin, 28; David Rabinovich, 24; Semyon Levit, 24; Harry Kirschner, 25; Arkady Voloshin, 25; and Abraham Trachtenberg, 24—all from Kishinev; David Chernoglas, 32; Anatoly Goldfeld, 25; and Hillel Shur, 34—all from Leningrad.

Mr Yudel Spungin, a Jew who tried to enter the Riga courtroom during last month's trial of four Jews, was gaoled for ten days for his pains. He was released this week.

compelling.
commanding.
comprehensive.
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companionable.
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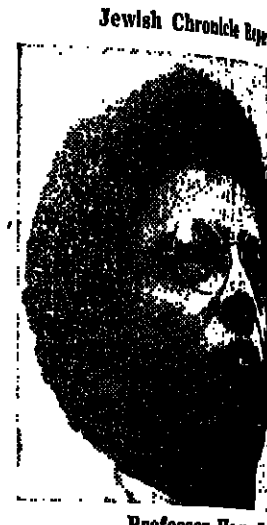
KGB threat

From our Correspondent
Haifa

Colonel Pavlovsky, the KGB chief in Riga, has boasted that the long hand of the Soviet security police can reach Soviet Jews who have emigrated to Israel and has implied that the KGB is operating there.

This was stated by Mr Yuri Kagan, a 27-year-old Soviet-Jewish pianist and a close friend of the four Jews sentenced to jail terms in Riga last month, when he arrived here last week.

Russians bar
Negro
from court



Professor Henry K. S. Levin

Although the Soviet Union has granted permission to observers to the forthcoming trial in America of Angela Davis, a Negro Communist, the authorities in Riga refused to allow a Negro American law professor to attend the trial there of four Jews two weeks ago.

The Soviet refusal is ironic because the professor, Henry K. S. Levin, of the University of California, is a leading member of the conference of Negro lawyers for the defence of Angela Davis.

The professor, who stayed in London on his way home to visit to Riga, Moscow and Leningrad, told me that he had been asked by several Jewish organisations to attend the trial.

"I made my application to court authorities as soon as I arrived on May 24 through a tourist, but was told that I was not to be admitted to the trial should have applied before my arrival in the Soviet Union," Professor McGee said.

HOME NEWS

United Synagogue link with Israel

Jewish Chronicle Reporter

If I were one of the leaders of Anglo-Jewry I would be very proud about your younger generation. I get the impression that you are drifting away from Judaism." The Israeli Ambassador, Michael Comay, gave this warning to a conference called by the United Synagogue's Israel Committee on Monday.

organisation and Israel did not "concern its affairs."

At Monday's meeting the US, as Mr Levin said, for the first time greeted an Israeli Ambassador officially.

The Chief Rabbi set out a detailed plan of action for the committee. Its purpose, he said, was to discuss "the need to identify the US collectively with all forms of service to Israel and to establish machinery to co-ordinate, direct and intensify these efforts."

One of its major purposes should be to harness the talents and experience of the many people who had not so far identified themselves with the cause of Israel and to whom the community could have access only through their membership of the US.

The Israel Committee should assist in promoting emigration and tourism to Israel and hospitality for the many Israelis living here, and provide a "United Synagogue presence" in Israel through specific projects.

Mr Comay said Israel was being variously criticised because it was not governed by traditional Jewish law and because it unduly restricted personal liberty on religious grounds. Those criticisms were couched in diaspora terms, where there was the perpetual problem of preserving Judaism in a non-Jewish environment.

"Israel will always remain a Jewish State, if not in religious terms, then in others equally fundamental," the Ambassador added.

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ides prefer
Synagogues

A transparent
forgery

Jewish Chronicle Reporter

One out of over a dozen bride and bridegrooms who were questioned by the Jewish Chronicle agreed with the Bishop of Exeter, Dr Merwyn Stock, who said last week that all should marry in register and only those "who want to be married more" should also have a religious ceremony. The sole dissident wished to be married.

Geoffrey Lewis, of London, said a marriage without a religious ceremony would mean "no religion," he added, "is a very great part in Jewish life. Even those who were devoutly respectful and therefore a marriage and the religious bonds would be a very significant."

A synagogue wedding is just as important as a civil one, Mrs. Janice Norton, of Park Road, told me. In a register, she added, "it goes on, just one in and another out. Mrs. Norton was not religious, she thought the surrounding atmosphere was more memorable than the only held in a register."

Also the memories which might recall for a lifetime a synagogue wedding in the home of Miss Sharon Wilford, of the atmosphere, and the thought they expressed a deep impact on her. Although she was not religious, she believed in the Jewish faith, of London, said in a register office meant the ceremony in a synagogue, in contrast, was a combination of religion and emotions.

Jewish Chronicle Reporter

Arab (or pro-Arab) propagandists thought up a new trick for the fourth anniversary of the Six-Day War.

A number of public men in Britain last week received by post from Paris a pamphlet purporting to have been issued by the "Organisation and Information Department, POB 92 Jerusalem, Israel," which is, indeed, the address of the World Zionist Organisation.

It had on its cover the inscription "Israel" both in English and Hebrew as well as a large Magen David with the date June 5, 1967, when the war broke out.

But the postal address of the WZO (Jewish Agency) and the date of the Six-Day War were the only two accurate pieces of information in the whole leaflet, a crude forgery, written in atrocious English.

Israel was depicted by the forgers as an expansionist State, and Zionists made to appear disloyal citizens ready to sacrifice Britain, their native land, for their loyalty to Israel.

In its declaration to Jews on the fourth anniversary of the June war, the pamphlet called on them to protest at the "rising antisemitism" officially accepted in the Communist countries and in the West and "when it does not suffice (to conduct) a universal boycott of the antisemitic governments and nations, of which Britain is listed as one."

The forgery also stated that "Now every Jew in diaspora must have the courage of declaring openly the double loyalty. Every Jew has one homeland only—Land of Israel. Every Jew's duty is to defend and consolidate the position of Israel by all accessible means without regard to interests of the country he lives in."

Housewives keep vigil for Soviet Jewess

Jewish Chronicle Reporter

A petition to the Soviet Government on behalf of Mrs Raiza Palatnik, a 35-year-old Russian Jewess who is going on trial in Odessa next Tuesday, was signed by more than 200 visitors to the Book Bang in Bedford Square on Monday.

London Jewish housewives collected the signatures after they had staged a demonstration during readings from the works of Alexander Solzhenitsyn.

Five women dressed in black and holding up placards demanding the release of Mrs Palatnik stood on the platform during the reading, while more than 50 lined the entrance to the tent where the event took place.

The women, who have held several 24-hour vigils outside the Soviet Embassy, have also picketed Intourist, the Soviet travel agency, in Regent Street every day this week.

Their posters pleaded with Mr S. Tsurupkin, a deputy Soviet Foreign Minister who was visiting London, to stop the persecution of Russian Jews and allow those who wished to emigrate to Israel. Members of the Emergency Committee for Soviet Jewry waved protest placards at him when he visited Sir Alec Douglas-Home, the Foreign Secretary, on Tuesday, in protest at the trial of Mrs

Palatnik. British Herit again manned a van, plastered with placards, and broadcast an appeal to Londoners on the street to support the cause.

On Sunday university students tried unsuccessfully to deliver at the Soviet Embassy a petition on behalf of Leonid Kolesnikov, a young Kharkov Jew who was drafted into the Soviet Army and posted to Siberia.

The 35 group is planning to stage a demonstration next Tuesday morning when Mrs Palatnik's trial is due to start.



Members of "the 35s" have been keeping vigil outside the offices of the Soviet tourist agency, Intourist, on behalf of Raiza Palatnik, who is to be tried in Odessa next week

No longer timid

During the 'sixties, when Mrs Raya Jaglom was in Moscow, she found Soviet Jews "timid and frightened," but that had changed. Now they had found the courage to sign petitions and appeals to get visas for Israel.

Mrs Jaglom, president of world WZO, spoke of her experience to Moscow when she addressed a meeting of the Federation of Women Zionists in London on Tuesday.

**The JPA announces its
NATIONAL CASH CAMPAIGN
JUNE 14 to 30
to bring in the outstanding
monies from pledges
Every day Israel keeps
her pledge to all Jews
WHAT ABOUT YOUR PLEDGE?
ISRAEL NEEDS THE MONEY-NOW!**

Have you signed and sent back your Covenant?
Have you turned your pledge into cash?

Please do so NOW—
to your JPA Committee, or to the

JPA NATIONAL CASH CAMPAIGN
Rex House, 4/12 Regent Street, London S.W.1.

JPA '71 SURVIVAL CAMPAIGN

Handwritten note: "JPA '71 Survival Campaign"

Young minister hits back

From our Correspondent—Manchester

"I don't think any self-respecting person, after this, could go to this congregation who have chosen to deprive themselves of a young spiritual leader because of the threats of one elderly individual."

Centralisation needed

One building to house Manchester Jewry's communal organisations was the hope expressed by Councillor Leslie Donn when he presided for the first time at Sunday's meeting of the Council of Manchester and Salford Jews.

Centralisation, a subject which had been under discussion for several years, would create greater efficiency and economy in the community, said the president.

In the meantime, he went on, it was imperative that synagogue members paid their share to the Communal Council levy (£1 a head). It was regrettable that from 4,000 synagogue members the Council received only £1,500. "We cannot wait or hold out for much longer," he warned.

Councillor Donn, who relinquished the chairmanship of the council's youth committee after five years—his successor is vice-president Mr Lionel Freedman—said that young people were to be invited to attend executive and delegates' meetings of the council as observers "to whet their appetites" for communal work.

Turning to the Chief Rabbi's proposal for shorter Shabbat synagogue services, Councillor Donn urged the Manchester Council of Synagogues and local ministers to give it careful thought. By making the service more interesting, he said, it could attract the young. The Rev Dr I. W. Slotki believed that services could be shortened, not by cutting out the traditional texts but by avoiding "unnecessary repetition."

This was the comment made last week by the Rev Jeffrey Cohen, whose candidature for the post of senior minister of the Childwall Hebrew Congregation, Liverpool, had been turned down by a special members' meeting.

In a recent Shabbat sermon congregants heard of a threat to resign from the synagogue's assistant minister, the Rev Myer Wolfson, if Mr Cohen were to be appointed, on the grounds that he was a "cohen" (priest) and would not be able to attend to such duties as officiating at funerals.

Mr Cohen, who has resigned as religious director of the King David Schools, Manchester, said that he was considering two positions—as minister of the Newton Means Synagogue, Glasgow, and an educational post in London.

Gazette's new editor

Mr Jacob Gewirtz, literary and features editor of the Jewish Chronicle, has been appointed editor of the Jewish Gazette (Manchester and Leeds).

He succeeds Mr Roy Shihwell, who is relinquishing the post to return as a sub-editor to the "Manchester Evening News," which he left to join the Gazette in 1964.

Aged 45, Mr Gewirtz practised law in New York and spent three years in Israel, working in the Ministry of Justice.

Gift coach

The Variety Club of Great Britain has presented a sunshine coach to the Brookvale Settlement in Whitefield, a branch of the Manchester School for Jewish Handicapped Children.

The gift was partly sponsored by the Brookvale men's aid committee.

'Leave religion to us,' says Leeds rabbi

From our Correspondent

The Leeds Representative Council should deal with secular matters and leave religious matters to those who are qualified to do so, said Rabbi Dr Solomon Brown, senior minister of the United Hebrew Congregation.

Rabbi Brown was giving a special sermon at the Moorfoot Synagogue when he referred to the recent controversy at the last meeting of the Representative Council, when Mr Victor Zermansky, treasurer of the Council, and Mr Isie Brill, treasurer and secretary of the Board of Shechita, had an angry exchange of words during a discussion over a possible amalgamation between the Board of Shechita and the Kashrut Commission.

Rabbi Brown suggested that the Representative Council should leave the day-to-day running of the Board to those members who are appointed by the synagogues.

He pointed out that if the Council were to take over the running of the Board of Shechita the time could come when a woman or a member of the Reform Synagogue could be the president of the Council and so president of the Shechita Board.

Jew from Moscow at Cardiff protest

From our Correspondent

"Your protests and support are important. We hear about them from the BBC, Kol Israel and other radio programmes we manage to listen to."

Mr Ilya Silberberg, a 35-year-old Moscow Jew, told this to 300 people at the Sherman Memorial Hall, Cardiff, on Sunday. Mr Silberberg arrived in London with his wife and two children 10 days ago en route for Israel.

Leeds weekly ten years old

The Leeds Jewish Gazette today publishes a special 28-page issue to mark ten years of its existence.

The only Jewish weekly in Leeds the Gazette publishes news, features and articles which realistically reflect the local communal scene. The paper has received many messages of congratulation and praise on its achievements from communal leaders and others.

PROVINCIAL PROFILE

Stanley Greenstein



The new minister of the Blackpool Reform Congregation, the Rev Stanley Mordechai Greenstein, is a second-generation American born in Iowa, brought up in Alabama and Florida.

He had thought of studying medicine, but his upbringing in rabbinic circles led him to the rabbinate. He started his studies at the Jewish Theological Seminary in New York and later at Hebrew Union College, Cincinnati, Ohio. He also attended the University of Cincinnati for graduate work in psychology.

As Jewish chaplain to the USA Government Veterans' Administration Hospital, in Batavia, as a member of the Rotary Club, a member of the Council of Churches of Genesee County, there is no end to his involvement in public work, and in many of these offices he was the first Jew to be appointed.

In youth work he was organiser and director of Hillside New York State University, Brockport, New York, and was also Jewish chaplain at the New York State drug addiction centre in Medina. He was also elected secretary, and just before his coming to England, was nominated vice-president of the Buffalo Board of Rabbis. For five years he occupied the pulpit at the Conservative Temple in Batavia, near Rochester, New York. With his background of work

and study, it is not surprising that Mr Greenstein has had little time for social life, and that at 30 he is unmarried, but with quiet and charming man with his soft American accent will soon find himself absorbed in the life of the Blackpool congregation, both socially and educationally.

Mr Greenstein was inducted into his new office at a special service on Sunday by Rabbi Dr P. Selvin Goldberg, of the Manchester Reform Synagogue, and the Rev Norman Zalud, of the Southport Reform Congregation.

News from other centres

Edinburgh

About £200 was raised at a mannequin parade, held by the Edinburgh Aviv Society at the George Hotel.

Hull

A coffee morning and flower arrangement demonstration organised by the Hull Daughters of Zion was held at the home of Mr and Mrs L. Demmy and raised £45 for the Jerusalem Baby Home.

Ireland

A "nearly new" sale at a shop in a main thoroughfare of Dublin raised £268 for Israel. The sale was organised by the Dublin Younger Commission.

Leicester

A rummage sale, organised by Leicester Wizo, raised £265 for Wizo institutions in Israel.

Newcastle

The women of the home boutique stall held a "brunch" at the Imperial Hotel in aid of the Stephanie Meyer Wizo Bazaar and £120 was realised.

Nottingham

Mrs S. Harris with Miss J. Berkofsky were joint hostesses at a coffee morning which raised £103 for the Nottingham Women's Week effort.

Plymouth

A luncheon party given at her home by Mrs H. H. Cohen £45 was raised for the Plymouth Mizrahi Society.

Southport

The Southport aid committee to the Jewish Blind Society raised £115 at a coffee morning at the home in Albert Road and a "good as new" sale.

Southend forest

From our Correspondent

A party of 40 members of Southend and district JNF was the guest of honor at the Israel during which 25,000 trees at Vlyet, near Haifa, were planted.

A conservation, ceremony conducted by the former rabbi of Liverpool, Rabbi A. Wright, the noted surgeon.

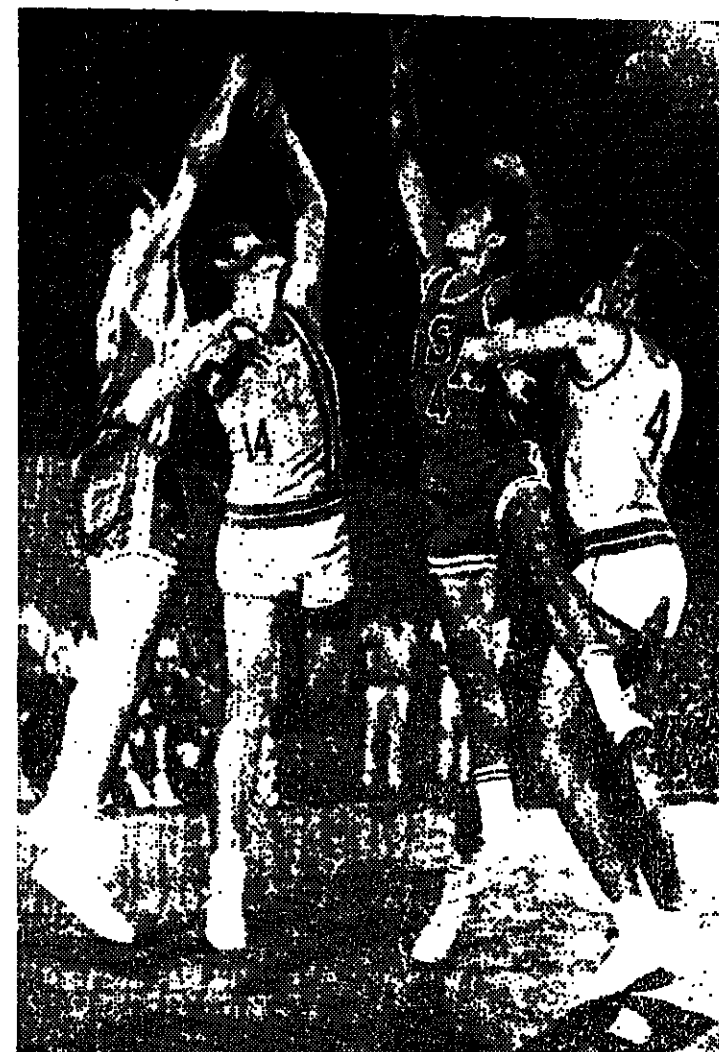
Lake rescue

Rabbi A. Kravitz, head of Yeshiva, was the figure in a dramatic rescue. On an outing to the Lake of Genneset, near Haifa, Rabbi Kravitz was rescued from a boat which had capsized. He was rescued by a young man who was a member of the Yeshiva. They were rescued by a boat which was nearby.

Focus

Pioneers of sport

Chairman of British Maccabi describes a Jewish sports movement which spans continents and fifty years



Jew meets Jew at basketball—at the International Maccabiah Games

The Maccabi World Union, the largest body of some sixty territorial organisations in every part of the world where organised Jewish communities exist, with a membership estimated at 250,000, celebrates its 50th anniversary this year.

The celebrations will be held in Israel this month in the presence of leaders of the Maccabi movement from every continent of the world.

Formally proclaimed in 1921, despite two world wars and a tragic fate that befell Jewish communities during the Nazi era, the World Union continues to spread everywhere, with the exception of countries behind the Iron Curtain which were the cradle of Maccabi and where now its activities are prohibited.

Maccabi has always been best known as a world Jewish sports organisation. The Maccabiah Games—a unique Jewish sports festival held exclusively in Israel—draws many thousands of athletes of whom only some 1,200 are normally selected solely or partly on the basis of Jewish origin.

Many a Maccabiah champion has become an Olympic, Commonwealth or Regional Games champion.

The International Olympic Committee, in recognition of Maccabi's contribution to the promotion of competitive sports, has awarded upon the Maccabi World Union the unique honour of recognition of Olympic standing.

The 320 guests were welcomed by Mr Sol Davies, chairman of the committee and national director of JNF fund-raising and development.

Mr Davies presented Cooper with a certificate commending the planting in his name of 100 trees in the Winton Forest in Israel.

Other speakers included Harry Carpenter, the BBC commentator, Mr Peter O'Brien, the racing correspondent, and Mr A. Wright, the noted surgeon.

elsewhere knew little about the value of physical fitness.

Far-sighted communal leaders felt that the time had come to introduce a programme of training in the art of self-defence. This exciting idea of rendering all able-bodied men physically fitter was inspired by the immortal Jewish heroes, the ancient Maccabees.

The splendid response of some 15,000 members of Maccabi from all over the world to the urgent call of Israel for manpower, on the eve of the Six-Day War, has surprised even the most optimistic visionaries in our midst. The same phenomenon occurred in this country when the Second World War broke out in 1939.

The Maccabi movement has a splendid record of achievement in many spheres of youth education. It has every reason to celebrate 50 years of organised existence and to look forward to even greater progress in the years to come.

PIERRE GILDESGAME

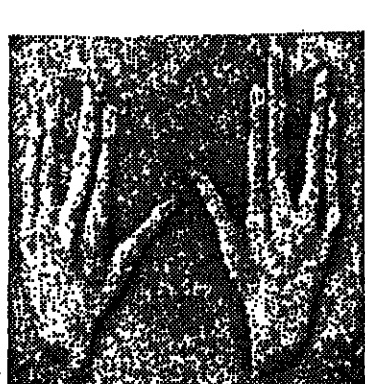
CASTE

Priestly disabilities

Cohen born to the silver of a hereditary aristocracy that came as a shock to learn one of their caste, an able promising young minister, was rejected by a prestigious congregation on the sole ground that he is a Cohen.

Hardly, considering the ancient and tradition of the commandments of God to the priestly caste, as well as the intermediary between God to the people of Israel.

may not "defile himself for (Leviticus 21) the dead among his people, except for his kin that is near to him" (Leviticus 21). It is the penalty the Cohen-minister pays for the change in the rabbi's functions which has occurred over the past century or so. He has become a functionary more than a teacher and guide.



It may, or may not, be a consolation to him to know that a Cohen today still retains the privilege of pronouncing the priestly blessing (the reciting half a silver shewel for the redemption of his firstborn). According to the law he cannot be prevented from duchaning even if he is not an observant Jew or generally enjoys a doubtful reputation.

There are only six blemishes that disqualify a Cohen from duchaning, such as having shed blood or having become an apostate.

Can a born Cohen, then, renounce his priesthood? No; and the law provides no machinery for amendment such as made it possible for Lord Home to shed his aristocratic disability for the sake of the premiership.

And how can we be sure, after three thousand years, that a Jew is "of the seed of Aaron the priest"? Either if he is known by reputation to be born of a Cohen or if he himself says he is so born and there is no good reason to doubt him (i.e. by prescription—Shema).

Reform and Liberal Judaism have done away with the special discrimination against, as well as for the Cohen. In particular they have lifted a specially onerous burden from him: they will allow a Cohen to marry a divorced woman.

What Butlers said

What connection has Lord Butler, the elliptical Deputy Prime Minister in Harold Macmillan's last Government, with Naharia, the sunny seaside resort on the Israeli Mediterranean coast just south of the Lebanese border, which was settled by immigrants from Germany during the 1930s? It is a tenuous link, but, as a footnote to recent British political history, perhaps an interesting one.

In July of 1963 I was spending a few days in Naharia, as a restful interval between more strenuous activities in other parts of the country.

Apart from an abortive attempt, by bus and on foot, to reach the ruined Crusader fort of Montfort (I was not to get there for another eight years) my days passed in a leisurely manner.

I would saunter between Haus Cohen, the superb German guest house with its wonderful food and food and coffee—Richard Crossman had discovered it during his visit to Palestine as a member of the Anglo-American Commission and had recommended it to me—and Naharia's very special beach. After lunch I would stroll down the main boulevard, Ga'aton Avenue, to buy the newspapers.

The papers from England arrived at best in an intermittent fashion. On this particular day they had not turned up at all. But this being Naharia, an Israeli German language journal was prominently on display. Its headline translated me.

"Selwyn Lloyd ausgebootet," it said, thus bringing me the first news of Mr Macmillan's Cabinet purge, which had been carried out inconspicuously during my absence from England.

The word "ausgebootet" is, I am assured, a perfectly natural German verb to describe the dismissal of a government minister. But its

vividness tickled me, and I bought and kept the newspaper. A couple of years later, writing an article for the New Statesman on the history of the 1969-1970 Parliament, I quoted the Naharia headline.

The next year, when David Butler published his history of the 1964 election, "Selwyn Lloyd aus-



gebootet" was resuscitated in the author's summary of events leading up to the fall of the Conservative Government. Noting with gratification that the headline was now immortalised between hard covers, I soon forgot all about it.

Until, that is, a few days ago. Then, reading Lord Butler's memoirs as scribbled in "The Times," I was charmed to come upon the following sentence:

"The principal victim of the massacre was the Chancellor of the Exchequer—Selwyn Lloyd ausgebootet" ran the headline in one German language newspaper—and many echoed, privately or publicly, Anthony Eden's view that he had been "harshly treated."

The New Statesman is Journalism. David Butler's election books are psephology. But Lord Butler's memoirs are history.

Next time I pass that little newspaper shop on Ga'aton Avenue, I shall look at it with a new respect. B. A. Butler was the man who said of Anthony Eden that he was "the best Prime Minister we have." It took Naharia, if admittedly by a devious route, to bring to his attention the best word for a Cabinet dismissal we have: "Ausgebootet."

Follow the Leader..



BELL'S
SCOTCH WHISKY

ONE OF THE FEW INDEPENDENT BRANDS

Handwritten text in a vertical column on the right margin.

He closes chapter of agony

Elie Wiesel's collection of tales and essays entitled "One Generation After" (just published by Weidenfeld and Nicolson) is not only his final summing-up of the Jewish and human condition 25 years after liberation from the Nazi death camps of which he himself is a survivor.

If he is to be believed, this latest book, his tenth, also marks his own liberation from the nightmare of the "dark kingdom of Auschwitz," the central theme of all his writings.

Elie was not yet 16 when, in the spring of 1944, he was taken from his native Hungarian townlet in the Chasidic belt of the Carpathians, Sighet, to Auschwitz and Buchenwald, where his parents and sister perished. He himself was saved by the arrival of the American Army and brought to Paris, which became his literary homeland, though he is a citizen of the United States with a wife and a home in New York from which he regularly commutes to both Israel and France.

Although even now Wiesel firmly believes that "no one has the right to speak for the dead" — that "by its uniqueness the Holocaust de-

fies literature" — he has, in fact, written virtually about nothing else. Ever since his first book "Night" appeared in 1958, all his works (most of them written in French) have, in one way or another, been devoted to the single subject of Jewish survival, even amid the Holocaust.

For even his moving "personal report on Soviet Jewry" (called "The Jews of Silence"), the first comprehensive account of the remarkable renaissance among the young, and his more recent masterpiece "A Beggar in Jerusalem" dovetailed with his main pre-occupation — the Jewish condition after the Holocaust.

However, he sees his role rather as that of the surviving witness. But so immense was the event that even the storyteller who sees himself essentially as a witness has to face what Wiesel calls the dilemma and the drama of "the messenger unable to deliver his message. How is one to speak of it, how is one not to speak of it?"

With his latest book, Wiesel intends to close the chapter of night and agony. Even before it was published he told this newspaper in an interview that "from now on, I shall



Study of Elie Wiesel by Peter Fisher

write other things — or perhaps the same things in different disguises. . . . The Holocaust will remain present — present, perhaps, by its very absence — yet without becoming visible."

He now adds: "The era of the moon opens at the very moment that, reluctantly, the age of Auschwitz comes to a close. Still, though we already know the secret face of our satellite, we will never fully know the other face of Auschwitz. . . . The ghosts will have to accept the inevitable. Soon there will be no one left to speak of them, no one left to listen."

Wiesel, who is a Chasidic mystic as well as a universalist intellectual, deeply believes that next to the giving of the Torah the Holocaust was the most important event in the history of mankind. It was Auschwitz that paved the way to the horrors of Hiroshima, Biafra and East Pakistan and which keeps

the world on the edge of destruction.

During his visit to London last week he told me that the tremendous interest which the non-Jewish world was showing of late in Judaism and all things Jewish — the new translations of the Bible, Talmud and Zohar; the popularity of Jewish books, Jewish plays; the adoption of Martin Buber as a universal prophet — were all due to a feeling that the traditional Jewish condition has become relevant to the general condition of mankind as a whole.

"For 2,000 years Jews have always lived on the edge of extinction and yet have survived. Now that all mankind finds itself on the same edge and does not seem to know what to do about it, it is turning to us, the experts in the art of survival, for the key."

GABRIEL REY

MEMORIAL

A liberal Christian

It was the mark of the man that when he lay dying he told his wife that he would like his old comrade-in-arms in many a humanitarian cause to take part in his funeral service.

And so it was that Rabbi Dr Abraham Joshua Heschel read a psalm at the last rites for the Rev Reinhold Niebuhr, just as he had done at the funeral of another old Christian friend, Dr Martin Luther King.

Niebuhr, one of America's leading theologians — he always denied the appellation, or even that he was a theologian — died in his home in Stockbridge, Massachusetts, last week at the age of 78 after a fruitful lifetime preaching the lessons of the Prophets of old.

He was the architect of a complex religious philosophy which was based on the fallibility of man whose original sin is pride, and whose pretensions beyond the love for God and his fellow man are false and absurd.

In many ways, he was in one camp with those Jewish scholars who see in religion and the worship of God the way to holism rather than to a better "this world" to come. And so he worked in the political arena most of his life to improve the world that is. There he became the mentor of scores of when who, like Arthur Schlesinger, Jr., and George F. Kennan, Dean Acheson, McGeorge Bundy and Hans Morgenthau, were the philosophers of the Democratic party.

His philosophy, if it can be named, was "liberal realism." The goal, he argued, could be brought about not by cynics or Utopians but by realists — who understand that

nations are selfish and will be so until the end of history, but that none of us, no matter how selfish, can be only selfish."

The art of politics, he once wrote, "consists in directing rationally the irrationalities of men."

Niebuhr was associated with the Union Theological Seminary of America (Protestant) since 1928, as a professor and, in later years, as vice-president, and it was he who brought Rabbi Heschel over from the Jewish Theological Seminary of America for a year as a visiting professor, the first Jew to hold that position.

His was a theology which brought Jews, as well as agnostics and Catholics and Protestants, to him for advice. "Rabbi (the nickname by which he was universally known) is my rabbi," a Jew who had come to him for advice smilingly said. Among his many admirers was the late Associate Justice of the US Supreme Court, Felix Frankfurter, who once told him after a sermon: "I like what you said and I speak as a believing unbeliever."

"I am glad you did," Mr Niebuhr replied. "I spoke as an unbelieving believer."

Niebuhr never pretended to be anything but a Christian with a Christian theology, and therefore paid little attention to efforts by others to seek ways to minimise the differences between Christian theology and that of the Jews. And in doing so, he was one of the Jews' staunchest friends and one of Israel's warmest supporters.

He was, in every sense, a righteous Christian.

RICHARD YAFFE

Philosophy of Jewish culture

No one familiar with Kaplan's twinkling eyes and his smile would dream of calling him as pompous as another matter. This he has been spent in reminding fellow-Jews of the dignity in Jewish life, in its customs and rituals, its language and its literature, in Judaism as a culture, in the life of the Jewish people.

For Kaplan, Judaism is more than a religion in the sense of that much-shouted word. It is a religious culture, with its own art and music, ethical stance and cultural traditions, its great capacity for enrichment of the human mind.

Kaplan's Reconstructionist movement seeks, as its name implies, to identify Judaism as a culture, not as a religion. Only one aspect of human endeavour, Jewish life must be structured so that nothing is foreign to it or incapable of being infused with its spirit.

Judaism offers the Jew a "vision," a key Kaplanesque understanding in an otherwise senseless world. It is the character, so that he may be a political progress; the Jew in New York were a time when working-class Jews were verse which guarantees that they to look upon Communism as more than friendly interest. Above all, a sexual progress; his experiments, from group seduction to seduction of a available girl called Maxine, are amply described in four and more letters. The only progress he fails to make is in personal and family life. At the end, as at beginning, he is enveloped by

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book reviews

Yiddish spoken here

GERALD KAUFMAN

LEBAUM'S WINDOW. By Wallace Markfield. Cape. £1.95.

For the reason for publishing "Lebaum's Window" in Britain is something of a literary joke. This comic novel is so funny that even many Jews will find it hard to understand it. In fact, it is a satire on the Jewish community in New York, and it is written in Yiddish, the language of the Jewish people.

Wallace Markfield's chronicle of Simon's life with these, as well as with Teitelbaum the grocer, Yenta Gersh the pedlar, Madame Duchoff the fortune-teller, and full supporting cast, is alternately superb and tedious. He has an ear for Jewish dialogue which is crazily funny and sweetly melancholy.

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He remains fascinated by his friend Hymie's booby, who knows perfectly well that she is being swindled out of her money by her daughter, and he cannot refrain from being cruel to Dopey Duhve, the local idiot boy.

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Tradition, Tradition

JACQUES MALEH

THE LIFE AND TIMES OF RABBI DAVID IBN ABI ZIMRA. By Israel M. Goldman. Jewish Theological Seminary of America/Ktav. New York. \$9.50.

Among the many refugees from Spain who settled in Egypt after 1492 was a 13-year-old boy, a descendant of a distinguished Sephardi family and already a promising scholar. His name was David ibn abi Zimra and he was destined to become a leading figure in Egyptian Jewry and to achieve the highest rank among Talmudic scholars of his time.

David was born in the Kingdom of Castile, in north central Spain, in about 1479, and his unusually long life (he is said to have reached his 95th year) included a long period of residence in Egypt. It ended in the land of Israel.

As a Chief Rabbi and Nagid he became one of the pillars of Jewish life in Egypt and was considered by his contemporaries as a "Meo Hagola (Light of the Exile)" and as "Ner Israel (Light of Israel)."

He left the imprint of his knowledge, wisdom, and science on the Jews of Egypt. His influence was still manifest until less than 20 years ago — when the last luminary of the community, Rabbi Haim Nahum, was still alive and yet disappeared this community after the 1956 Sinai crisis.

Rabbi ben Zimra left a large number of responses dealing with a variety of subjects on which rabbis and communal leaders all

over the world had sought his advice.

No scholarly study of Rabbi ben Zimra's responsa had, to my knowledge, previously been undertaken. It is gratifying that such a study has now been carried out by Dr Goldman, the rabbi of Chikuz Shmuno Congregation in Baltimore.

The book, just published, with an introduction by Dr Louis Finkelstein, the chancellor of the Jewish Theological Seminary of America, is not intended for specialists only.

It throws much light on the general life of the community, as well as its religious observances.

I was, for instance, amazed to discover that already in the sixteenth century a rabbi considered by the scholars of his time as an "Eagle of the Synagogue," like Maimonides before him, could have given minhag (tradition) priority over the halacha (rule of law).

Dr Goldman observes that Rabbi ben Zimra often repeated in his responsa the rule that "A minhag can invalidate a halacha" many reasons why a certain minhag should be forbidden, yet he admits: "I am compelled to sustain that minhag. The deciding factor was . . . they (the community) have the mining of their forefathers in their hands and that is law."

Very important cars for very important people — from Stratstone

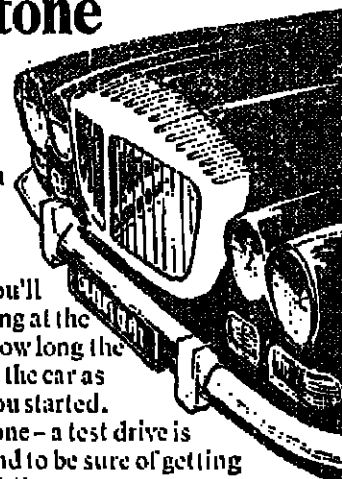
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LIONEL DAVIDSON

Smith's Gazelle

An ovation from the press for Lionel Davidson's new novel set in Israel. 'Deliciously readable,' DAILY TELEGRAPH 'As a parable about all men being brothers in Allah, the tale is presented with marvellous wit, insight and imagination.' SUNDAY TELEGRAPH 'As excitement plus ecological fable, it works like a charm.' OBSERVER

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A new and attractive edition of this world-famous classic.

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UNIVERSITY NEWS

Eye-catching in Kilburn

If you live in North-West London, the chances are that on your way to the West End you pass through Kilburn. The area is graced by a Polytechnic whose rather grand exterior houses a thriving busy Jewish society. Why not pay it a visit?

An enthusiastic committee, chaired by the brilliant Gersh Fraenkel and working in close



Gersh Fraenkel

harmony with Barry Nissim and Morris Minsky (chairman and treasurer respectively of the Willesden branch of the society), it provides a full range of activities for over seventy students, with some 200 more potential members.

It is through a deliberate policy of openness to all religions and races that they have managed to attract such a large number of students. The openness does not detract from a steady emphasis on promoting an informed Jewish understanding of many important issues.

As with all thinking Jewish students there is a preoccupation with the plight of Soviet Jewry. As well as being involved in joint student action, there is an attempt to communicate to the whole of the student body of Kilburn the position in the Soviet Union today.

The society's varied programme has included a talk by a representative of the Jewish Marriage Education Council, Rabbi Avraham Levy, on "Sex and Marriage—A Jewish view," and a visit by Morris. For lighter relief a folk evening and two dances were highly successful. At one of the dances £25 was raised for Magen David Adom, and a contribution of £9 was made to buy matzot for Soviet Jewry.

The most adventurous plan so far

FRESHERS' GUIDE

As in previous years, information to assist freshers going to universities or institutes of higher learning next term will be published in later issues.

Pressure on space allows only a few lines to be devoted to each academic establishment regarding contacts, accommodation, programmes, etc. Information can be supplemented at the IJUF offices in Endeligh Street, Euston, or at the JC offices.

Material, which should be sent as soon possible, should be addressed to the Jewish Chronicle universities correspondent.

Appointments

Professor Maurice Kaplan, dean of engineering at Cape Town University, has been appointed deputy principal of the university from the beginning of 1972.

Dr Henry J. Cohn has been promoted to be senior lecturer in history at Warwick University.

Dr Joseph Herbert has been appointed lecturer and research fellow in Neuro-endocrinology at Cambridge University.

Oxford

D. Phil—in international law, M. H. Mandelson.

FINANCE AND INDUSTRY

Economy needs a gentle push

By our City Editor

The indecision that invariably dominates stock market thinking during the summer months is now in full swing.

Dealers report the total absence of the institutions to live up proceedings and only the basically firm undertone of the market has prevented some profit-taking. The institutions, the really powerful investment force, are content to sit on the sidelines for the time being, safe in the knowledge that the Government's preoccupation with Europe will prevent it from taking

many decisions likely to affect share prices.

That is not to say that the city, in the shape of the institutions, is happy with the situation. They would much rather see the Government introduce more reflationary measures into the economy, as suggested by the National Institute of Economic and Social Research.

Easier hire purchase restrictions and perhaps even lower interest rates would give the economy a gentle push along the road towards reflation.

The odds on the Government introducing such steps look favourable. The urge to make the "Seven" supersector a reality at the moment and the claim the Government must be spending sufficient time on the economy, could have a push.

Appropriately enough, the Woodrow group is leading record profits in its guiding year. The chairman and founder, Mr. Frank Taylor, says profits so far this year are all goes well the final figure be around the 1970 record of "or may we hope for a record profit in this golden year." Mr. Taylor also reveals the group has an uncompleted load of £150 million compared to £131 million a year ago.

There still appears to be a go for in the Taylor shares, which are now at 249p to yield 21p.

[Prices quoted are those on Wednesday.]

St Michael Marks & Spencer Ltd

Another year of intensive growth.
Sales: £416,685,000. Profits: £50,115,000

The 45th Annual General Meeting of the Company was held at The Dorchester Hotel, Park Lane, London, W.1. on Monday, 7th June, 1971. The following are extracts from the statement by the Chairman, Mr. J. Edward Sleff:

The Year's Results

Sales have increased by £55,750,000—the largest increase in any single year—to £416,685,000. This includes exports amounting to £9,349,000. Profits before tax have increased from £43,705,000 to £50,115,000. After deduction of Corporation Tax, £31,215,000 is available for distribution. The Directors recommend a final dividend of 29½%, making a total of 42½% against 37½% last year. This will leave, as retained profit for the year, £8,220,000 to be added to the reserves of the Company. The Board has decided to capitalise a part of these reserves and it is proposed that a scrip issue be made of one new Ordinary Share for each two existing Ordinary shares. This will utilise £26,930,000 from our reserves and bring our capital structure more into line with the capital employed in the business.

Balance Sheet

You will see from our Balance Sheet that, during the year, we sold thirteen Store Properties, for £7,500,000, to The Prudential Assurance Company and leased them back on new terms. This transaction, together with our existing cash and expected future retentions, gives us ample finance for our development programme for a number of years ahead.

General Survey

The year's results and the consistent growth shown in the Ten-Year Statement can be attributed to three main factors:—our massive investment in store development; the effort which we and our suppliers devote to creating, producing and improving "St Michael" merchandise; and our concern to maintain the confidence and goodwill of customers and staff.

Store Development

During the year 32 projects were completed, adding 300,000 sq. ft. of new selling space. In the new year we expect to construct 3 new stores, 1 replacement store and 20 important extensions, increasing footage by 200,000 sq. ft. This will bring the number of our stores to 249, with a total selling area of nearly 5,000,000 sq. ft. Although we have concentrated our developments on extending our stores in the large areas of population, we continue to acquire sites where we are not yet represented. We believe that the public prefers the traditional shopping areas and that the provision of adequate car parking facilities is essential.

The Marble Arch Store

The most exciting event of our year has been the opening in October of our Marble Arch extension, which has more than doubled the footage on this premier site in London's Oxford Street to 70,000 sq. ft. This spacious store draws crowds throughout the year and has created great public interest and goodwill. It is a magnet to overseas visitors and is thus a valuable earner of foreign currency for the country.

St Michael Clothing

Clothing sales, including our growing footwear and household textiles departments, have increased by £42,064,000 to £297,765,000. This has been a most unpredictable year for the fashion trade and, doubt about the future trends of fashion will persist.

However, our designers, selectors and advisers visit the main textile fairs and garment exhibitions in Europe and America and have produced some excellent ranges of fabrics, colours and styles. Similarly, our technologists are constantly seeking scientific and technical developments in fibres, fibre blends and dyes, so as to improve the quality and performance of our goods, 99% of which are British made.

St Michael Foods

Sales this year reached £109,571,000 compared with £97,214,000 last year. The rate of growth in the second half of the year has accelerated because we have steadily upheld the high quality standards which our customers expect. We have extended our range of prepared vegetables, bakery goods, dairy products, fresh meat and poultry.

Exports

Our Export Department is making steady progress. We are developing a closer relationship with selected retailers abroad, a number of whom operate "St Michael" shops stocked exclusively with our merchandise.

Decimisation

The changeover to decimal currency was effected with great smoothness in our stores, which we completely re-equipped with the most modern cash-handling machines at the cost of some £1,000,000. We carried out a thorough training programme for all staff during 1970, with refresher sessions before Decimisation Day. Great credit is due to our staff for the ease with which the changeover was made.

Tribute to Manufacturers

I warmly thank our suppliers for their co-operation and support in a year in which we all experienced many problems. We are confident that, whatever the difficulties which may confront us in the future, we shall solve them together and continue to improve the values which our public expects.

Tribute to Staff

The emphasis we place on good human relations is reflected in the happiness and loyalty of our staff and their record of long service. I know that you will wish to join me in thanking all of them for their devotion and enthusiasm.

TEN YEAR GROWTH

YEAR ENDED 31st MARCH	TURNOVER	PROFIT BEFORE TAX
1971*	£416,685,000	£50,115,000
1970	£360,935,000	£43,705,000
1969	£317,336,000	£38,123,000
1968	£282,306,000	£33,871,000
1967	£256,770,000	£30,659,000
1966	£238,016,000	£28,618,000
1965*	£219,781,000	£27,506,000
1964	£201,494,000	£24,920,000
1963	£184,676,000	£22,905,000
1962	£172,826,000	£21,186,000
*(53 weeks)		

A COPY OF THE FULL REPORT CAN BE OBTAINED FROM THE REGENT, MICHAEL HOUSE, BAKER STREET, LONDON W1A 1DN

MEMBER OF THE BANK LEUMI GROUP

ANGLO-ISRAEL BANK LTD.

Domestic and International Banking

11 BREAD STREET
LONDON EC4P 4BT

Phone: 01-248 7712 Telex: 888738

London subsidiary of

BANK LEUMI LE-ISRAEL B.M.
24-32 Yehuda Halevi Street, Tel Aviv

Associated Companies

FIRST ISRAEL BANK & TRUST COMPANY
OF NEW YORK

60 Wall Street, New York, N.Y. 10005

CIFICO BANK LIMITED

Zurich: 34 Claridenstrasse
Geneva: 80 Rue du Rhone

Aquascutum

Makers of fine clothing for men and women

Points of interest in the Statement by the Chairman, Mr. Gerald M. Abrahams, C.B.E.

ACCOUNTS The Group net profit for the year ended 31st January, 1971, was £672,290, compared with £664,804 the previous year. The dividend is maintained at 28½%.

GENERAL 1970 produced adverse conditions for our industry generally, due to a lack of confidence in trade as well as wage increases larger than could be foreseen. Notwithstanding this, another successful year's trading was achieved.

HOME Our Regent Street shop had an excellent year with its wider range of merchandise. Elsewhere we continued to enjoy a leading position in both our capital "Aquascutum" and "Roder" brand merchandise.

ABROAD The recession in North America had a bad effect on trade there but elsewhere sales were maintained at the previous year's level.

PROSPECTS I should not like to predict what the current year will bring but the indication is that 1971 will see an improvement in trading generally.

Copies of the Report and Accounts are available from the Secretary, Aquascutum and Associated Companies Ltd., 700 Regent St., London W1A 1DN

Audley Holdings Ltd.

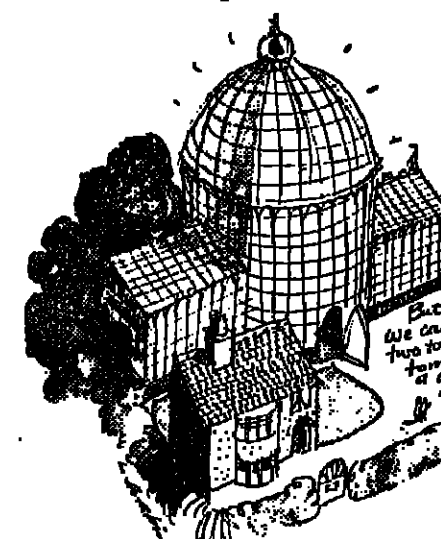
MERCHANT BANKERS

The Friendly Bank for the smaller business
We offer Comprehensive Banking and Financial Advisory Service

118 Moorgate, London E.C.2
Tel: 01-248 0814

The Halifax.

For that something to keep you busy in retirement.



Even modest hobbies can prove expensive, particularly when there's no longer a regular salary coming into the house. That's why so many people put a bit by for their retirement with the Halifax. You'll find your local Halifax people especially considerate to your needs.

HALIFAX BUILDING SOCIETY

Head Office: Halifax, Yorkshire
LONDON 51/55 Strand, W.C.2. CITY OFFICE: 9 Cophthall Avenue, E.C.2
also at 82/84 Moorgate, E.C.2
9 Holles Street, Cavendish Square, W.1
180/182 Kensington High Street, W.8
62/74 Victoria Street, S.W.1
52 High Holborn, W.C.1

THE PROPERTY AND REVERSIONARY INVESTMENT CORPORATION LTD.

Extracts from the Report for the year to 31 March, 1971, and from the Statement of the Chairman, Mr. Alfred Rubens, FRICS.

PROFIT AFTER TAX shows the largest increase in any year since the company was founded.

DIVIDEND. The total of 15% on the capital increased by the 100% scrip issue is equivalent to 30% on the old capital which received 24% last year.

FUTURE PROSPECTS. Various schemes are in hand and new developments are actively being sought. During the current year a further rise in profits could be expected.

Copies of the report and accounts may be obtained from the Secretary of the Company at Albany House, Petty France, London, SW1H 9EE.

Combined English Stores Group Ltd

Chairman Mr. Murray Gordon says: "A year of massive reorganisation and expansion has laid the foundation for future growth."

"Our plan for 1971 indicates a further improvement in earnings".

* Benefits are still to be realised from further rationalisation and improved management techniques.

* We are currently examining several possible acquisitions.

* Our policy is to spread the risk over a wide range of specialist multiple retail groups so that we shall not be over-dependent on any one sector.

	1971	1970
PRE-TAX PROFITS	£918,000	£366,000
PROFITS AFTER TAX	353,000	189,000
DIVIDENDS	16%	11%
EARNINGS PER SHARE	2.7p.	1.5p.



CARIBBEAN NATIONAL BANK LTD.

Is pleased to announce the appointment of

Mr. Samuel Ebert

Member of the London Stock Exchange
as a director of the bank

11 City Road, London, E.C.1

Tel: 01-248 3218
Telex: 488617

social and personal

Rabbi Dr. Mendel Kaplan is 80 today. Dr. Aaron Steinberg will be 80 tomorrow.

BIRTHS

ABRAHAM.—A son (Paul David) was born on Sunday, June 6, 1971, to Gail (née Preston) and Michael Abraham, of 43 Highview Avenue, Edgware. (A brother for Ian; third grandchild for Mrs. Betty Abraham and Mr. and Mrs. E. Preston; third great-grandchild for Mr. I. Kaye.)

ATTMAN.—A son was born on Saturday, June 6, to Ruth (née Fraser) and Lionel Attman, of 41 Tavistock Court, Tavistock Square, W.C.1. (First grandchild for Mr. and Mrs. S. H. Fraser; sixth grandchild for Mr. and Mrs. O. Attman; great-grandson for Mrs. S. Attman.)

BOHN.—A son (Jeremy Howard) was born on June 2, 1971, to Joan (née Papp) and John Bohn, of 11 West Heath Drive, N.W.11. (First grandchild for Mrs. Hilda Bohn; third grandchild for Mr. David Fay.)

BROWN.—A daughter was born in Johannesburg, South Africa, on June 3, 1971, to Jennifer (née Zimmerman) and Stuart Brown, (A sister for Jeremy; third grandchild for Mr. and Mrs. D. Zimmerman; third great-grandchild for Mr. L. Zimmerman; second grandchild for Mr. and Mrs. W. Brown.)

CALLIS.—A son (James Nicholas) was born on Friday, June 4, at The Clinic, Avenue Road, N.W.1. (A brother for Michael Callis, of Bushy Heath.)

CARDASH.—A son (Jonathan Howard) was born on June 3, 1971, to Sandra (née Goldstein) and Henry Cardash, of 106 Hampden Way, N.14. (A brother for Jeremy; second grandchild for Mr. and Mrs. Max Cardash.)

CLINE.—A daughter (Jodi Cecilia) was born on June 7, 1971, to Roger and Debbie Cline, of New York. (A granddaughter for Jessica Cline, of 106 Elm Tree Court, N.W.8.)

DAVIS.—A son (Miles Fraser Williams) was born on May 23 to Sara (née Rifkin) and John Davis. (First grandchild for Mr. and Mrs. Max Rifkin; seventh grandchild for Mrs. S. Foulton.)

FOELL.—A daughter was born on Friday, June 4, 1971, to Stephanie (née Michaels) and Alf Foell, of 18 John Spencer Square, Canonbury, N.1. (Another granddaughter for Mrs. Milka Foell; first granddaughter for Mrs. Irene Michaels.)

FREEZE.—A son was born on June 6, 1971, at St. Mary's Hospital, Manchester, to Charmian (née Gilcher) and Charles Freeze, of 49 Broadway, Cheshire. (A brother for Deborah and Rachel.)

GLICKMAN.—A son (Ellis Wayne) was born on Sunday, June 6, 1971, at the Avenue Clinic, 12 Avenue Road, N.W.8, to Sandra (née Gehr) and Michael Glickman, of 10 Park Avenue, Woodford Green, Essex. (A brother for Sylvia and Joe Gehr and Freda and Eddy Glickman; another great-grandchild for Mrs. L. Rosenberg.)

GOULD.—A son (Asher Benjamin) was born on June 3, 1971, to Yvonne (née Posner) and Robbie Gould, of 308 Birmingham Road, Sutton Coldfield, Warwickshire. (A brother for Jonathan; second grandchild for Mrs. O. Posner; fifth grandchild for Mrs. E. Gould.)

GREEN.—A son (Matthew Robert) was born on June 2, 1971, to Marion (née Hyman) and Andy Green, of 33 Stradbroke Grove, Clayhall, E.12. (A brother for Daniel; third grandchild for Mr. and Mrs. Sidney Green, of Chingford; fourth grandchild for Mr. and Mrs. Jack Hyman, of Buckhurst Hill.)

HARDING.—A daughter (Tracey Rochelle) was born on June 8, 1971, to Susan (née Schwab) and Barry Harding, of 73 Salmon Street, N.W.6. (Third grandchild for Jessie and Barney Schwab; second grandchild for Nita and Charles Harding; third great-grandchild for Mrs. E. Green.)

HARRIS.—A son (Howard André) was born on June 4, 1971, at the Middlesex Hospital, London, to Jeanne (née Hyman) and Jackson Alan Harris, of 41 Cowper Road, Southgate, N.14. (First grandchild for Mrs. Rachel Hyman, of Middlesbrough; second grandson for Sidney and Lily Harris.)

Tell them

THE FISHBERGS ARE COMING!

"SOON TO BE SEEN IN GOLDERS GREEN"

GUTMAN.—A daughter (Nathalie Roux) was born on June 3, 1971, to Agnès (née Lyons) and Ben-Gurion, of Paulsgrove 4, Basel, N.W.2. (A granddaughter for Nadine and Benjamin Gutman and Lucy and Bernard Lyons.)

LAURANCE.—A daughter (Hayley Joanne) was born on June 5, 1971, to Valerie (née Lang) and Harvey Laurence, of 50 Farm Avenue, N.W.2. (A sister for Paul and Nicole; third grandchild for Fay and Charles Laurence; another great-grandchild for Mrs. Gilda Olive.)

MORRISON.—A son (Matthew Joel Humphrey) was born on June 3, 1971, to Jane (née Humphrey) and Ian Morrison, of 28 Sussex Square, W.2. (A brother for David.)

PAISNER.—A son (Guy) was born on June 3, 1971, to Judith (née Reichman) and Harold Paisner, of 40 Woodford Square, Addison Road, London, W.14.

PETERS.—A son (David Raphael) was born on Friday, June 4, 1971, to Robb (née Goldstein) and Peter S. Peters, of 84 Valley Drive, Kingsbury, London, N.W.8. (A brother for Jeffrey Alex.)

PIKE.—A son (Damian James) was born on June 3, 1971, to Susan (née Miller) and Jeffrey Pike, of Kingston, Surrey. (A brother for Charlotte and Victoria.)

SCARLE.—A son (Craig Charles) was born on June 2, 1971, at St. George's Hospital, to Maureen (née Bloom) and Richard Scarle, of 17 Bush Grove, Stanmore. (First grandchild for Harry and Isabelle Bloom; third grandchild for Julie Scarle and the late Charles Scarle.)

SHERICK.—A son (Andrew Jonathan) was born on June 8, 1971, at the Middlesex Hospital, to Sally (née Benjamin) and David Sherick, of 352 Watford Way, Hendon, N.W.4. (A grandson for Mr. and Mrs. L. E. Sherick.)

SILVER.—A son (Justin Richard) was born on Friday, June 4, 1971, to Susan (née Nathanson) and David Silver, of 7 Green Lane, Edgware, N.20. (A brother for Dean Marc.)

SMITH.—A son (Timothy Daniel) was born on June 7, 1971, at Queen Charlotte's Hospital, to Jennifer (née Joseph) and Michael Smith. (A brother for Steven.)

SWEET.—A son (Michael Sten) was born to Carol (née Waxman) and Sam Sweet, of 28 Ashcombe Gardens, Edgware. (Fourth grandchild for Mr. and Mrs. Mayer Sweet, of Ramat Gan; second grandchild for Golda and Simon Waxman, of 212 Hale Lane, Edgware; second great-grandson for Mrs. F. Waxman.)

WEINBERG.—A daughter (Shelley Leah) was born on June 2, 1971, at the Middlesex Hospital, W.1, to Marsha (née Shapiro) and Perry Weinberg, of 82 Sunnymede Drive, Barnet. (First grandchild for Annie and Louis Shapiro; eighth grandchild for Leah Weinberg and the late Bernard Weinberg.)

WOOLFSON.—A daughter (Candice Sara) was born on Saturday, June 5, 1971, to Annette (née Tenner) and Alan Woolfson, of 111 The Redings, Mill Hill, N.W.7. (A sister for Darren Joseph.)

ADOPTIONS

SPECTER.—A son (Jason Adam) aged 4 months, of June 8, 1971, to Judith and Harvey Specter, of Southport. (A brother for Russell Simon and Elliot Daniel.)

BARMITZVAHS

CARSON.—John Robert, younger son of John and Leonard Carson, of Evron, Bromsbury Park, N.W.8, grandson of Mrs. F. Carson, 1200 Ave. M. and Mrs. J. Levin, will read the Sidra, Maftir and Haftara on Saturday, June 12, 1971, at the Brondesbury Synagogue, Chiswick Road, N.W.8. Kiddush following the service.

NYMAN.—David Simon, son of Evelyn and Harvey Nyman, of 218 Woodcock Hill, Kenton, brother of Debbie, grandson of Chaim and Vally Knobel, will read the Sidra, Maftir and Haftara on Shabbat, June 12, 1971, at the Wembley Synagogue, Forty Avenue.

WATKINS.—David, son of Barbara and Ashley Watkins, of 7 Gherne Walk, N.W.4, grandson of Lady Cecil and the late Henry, will read the Sidra, Maftir and Haftara on Saturday, June 12, 1971, at the Brondesbury Synagogue, Chiswick Road, N.W.8, at 12.30 p.m.

WATKINS.—The youngest son of Mr. and Mrs. L. Watkins, of 18 Cavendish Road, W.1, will read Maftir and Haftara on Saturday, June 12, 1971, at the Brondesbury Synagogue, Chiswick Road, N.W.8, at 12.30 p.m.

FORTHCOMING MARRIAGES

MR. A. R. ARNOUD AND MISS S. B. MESSER

The engagement is announced between Anthony Arnold, son of Mr. and Mrs. Arnold, of 33 High Point, London, N.6, grandson of Mr. R. Ruble, and Susan Barbara, youngest daughter of Mr. and Mrs. Messer, of 24 The Mount, Alwoodley, Leeds, 17, granddaughter of Mrs. C. Messer and Mrs. L. Miller.

MR. B. P. BROWN AND MISS E. J. SHORROCK

The engagement is announced between Barry Brown, younger son of Mr. and Mrs. Brown, of 171 Honeywell Lane, Stanmore, Middlesex, and Evelyn Joy, only child of Mr. and Mrs. Leonard Shorrock, of 9 Cambridge Road, Middlesbrough, Teeside.

DR. L. BOWERS AND MISS G. ROSE

The engagement is announced of Dr. Leslie Bowers, B.Sc. (Hons.), M.B., Ch.B., son of Mr. and Mrs. Jack Bowers, of 11 Devonshire Court, New Hall Road, Salford, 7, to Miss Gillian Rose, B.Sc. (Hons.), daughter of Mr. and Mrs. Norman Rose, of Brontwood, Marlowe Drive, Didsbury, Manchester, 20.

MR. J. J. CEDAR AND MRS. S. PARKER

The engagement is announced and the couple will shortly take place of John Joseph, second son of the late Sarah and Marks Cedar, of blessed memory, of 3 Dunraven Street Park Lane, W.1, to Suzanne, daughter of Mr. and Mrs. Edward Kaiser, of Brimcliffe, Burnside Road, Whitcraig, Glasgow, granddaughter of Mr. and Mrs. Julius Selagie, of Glasgow and Majorca.

MR. A. COHEN AND MISS M. ROSENBERG

The marriage between Aaron Cohen, A.B., son of Mrs. Julia Cohen, of the late Pinhas Cohen, of Jerusalem, and Marilyn, only child of Mr. and Mrs. L. Rosenberg, of 34 Kings Mount, Leeds, 17, and 72 Sevington Road, London, N.W.4, will be solemnized at the New Synagogue, Chiswick Road, Leeds, on Wednesday, June 16, 1971, at 12.30 p.m.

MR. M. D. COHEN AND MISS C. H. FEINMAN

The engagement in Jerusalem is announced between Mayer David, eldest son of Mr. and Mrs. Solomon Cohen, of 10 Holmshurst Park South, London, and Chana Rose, younger daughter of Mr. and Mrs. Nathan Feinman, of 1534 53rd Street, Brooklyn, New York, 11218.

MR. P. H. COLLIN AND MISS R. H. FREVEZIN

The engagement is announced between Paul Henry, younger son of Edith and Louis Collin, of 84 Weston Drive, Stanmore, Middlesex, and Rebecca, daughter of Mr. and Mrs. Boris Frevezin, of 128 Edgwarebury Lane, Edgware, Middlesex.

MR. C. CRAIG AND MISS V. GALE

The engagement is announced between Paul, son of Mr. and Mrs. C. Craig, of Beverley Drive, Edgware, and Vivian, daughter of Mr. and Mrs. B. Gale, of 183 Prince George Avenue, Southgate, N.14.

MR. P. I. DIAMOND AND MISS E. JELLEN

The engagement is announced between Philip, only child of Esther and the late Julius Diamond, of 43 Ashstead Road, Clapton, E.8, and Evelyn, elder daughter of Sam and Anna Jellen, of 7 Lindsay Drive, Kenton, Middlesex.

MR. S. L. GILBERT AND MISS C. B. PRINCE

The engagement is announced between Stephen Lawrence Gilbert, only son of Raymond and Kitty Gilbert, of 283 Stradbroke Grove, Edgware, and Corinne Beverley, only daughter of Cyril and Miriam Prince, of 83 Hermitage Court, South Woodford, E.18, great-granddaughter of Mrs. F. Barnett.

MR. P. B. GLICKER AND MISS M. JOYCE

The engagement is announced of Paul Brian, son of Max and Sophia Glicker, of 32 Adelaide Close, Stanmore, Middlesex, grandson of Mr. and Mrs. Jack Glicker, to Marilyn, elder daughter of Max and the late Laurie Joyce, of 11 Cavendish House, Chertsey Road, Twickenham, Middlesex.

MR. N. P. GOSS AND MISS L. S. SILVERSTONE

The engagement is announced between Nigel, son of Joyce Goss, of 16 Broadview Court, Harrow Weald, and Jack Goss, grandson of Mr. and Mrs. J. Pifer and Mrs. M. Goss, and Linda, daughter of Doris and Joe Silverstone, of 75 Draycott Avenue, Kenton, daughter of Mr. and Mrs. Harry Silverstone.

MR. D. S. LEIGH AND MISS R. J. BARTON

The engagement is announced between Dudley, son of David and Evelyn Leigh, of 80 Kingsley Way, London, N.2, grandson of Mrs. A. Green, and Rachel, daughter of Louis and Miriam Barton, of 4 Broad Avenue, Middlesbrough, granddaughter of Mrs. A. Anderson.

MR. D. S. LEIGH AND MISS R. J. BARTON

MR. A. R. ROSS AND MISS L. A. SALMON

The engagement is announced between Anthony Ross, son of Mr. and Mrs. Ross, of 33 High Point, London, N.6, grandson of Mr. R. Ruble, and Susan Barbara, youngest daughter of Mr. and Mrs. Salmon, of 24 The Mount, Alwoodley, Leeds, 17, granddaughter of Mrs. C. Salmon and Mrs. L. Miller.

MR. C. R. A. SALMON AND MISS J. J. ROSE

The engagement is announced between Christopher Salmon, second son of Mr. and Mrs. Salmon, of 1111 Road, Kingsbury, London, N.W.8, and Jacqueline Rubin, daughter of Mr. and Mrs. Lester Rubin, of 1111 Road, Kingsbury, London, N.W.8.

MR. A. SALMON AND MISS J. J. ROSE

The engagement is announced between Anthony Salmon, son of Mr. and Mrs. Salmon, of 1111 Road, Kingsbury, London, N.W.8, and Jacqueline Rubin, daughter of Mr. and Mrs. Lester Rubin, of 1111 Road, Kingsbury, London, N.W.8.

MR. A. SALMON AND MISS J. J. ROSE

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MR. A. SALMON AND MISS J. J. ROSE

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INCIDENTALLY

Abbi's date

Abbi Brichito, the dynamic American-born executive vice-president and director of the Union of Jewish Communities, is to marry Kathryn Gold, daughter of Mr. and Mrs. Gold, of Harrow Weald, and Gail, of Harrow Weald, very active in synagogue life.

The bride is a fashion expert—she is the assistant fashion editor of a new magazine. She believes that men have no interest in taking an interest in her appearance—so perhaps she will expect Abbi Brichito to be a very trendy gear.

Mr. A. SALMON AND MISS J. J. ROSE

The engagement is announced between Anthony Salmon, son of Mr. and Mrs. Salmon, of 1111 Road, Kingsbury, London, N.W.8, and Jacqueline Rubin, daughter of Mr. and Mrs. Lester Rubin, of 1111 Road, Kingsbury, London, N.W.8.

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Back to life

Who have written off the dead? The Union of Jewish Communities, London, is to hold a memorial service for the late Pearl Noda, wife of Evelyn Noda.

Dr. N. BROOKS AND T. KAPLOWITZ

The marriage will take place on Wednesday, June 9, at the Holyland Hotel, between Dr. N. Brooks, son of Mr. and Mrs. Brooks, and T. Kaplowitz, daughter of Mr. and Mrs. Kaplowitz, of 1111 Road, Kingsbury, London, N.W.8.

MR. A. SALMON AND MISS J. J. ROSE

The engagement is announced between Anthony Salmon, son of Mr. and Mrs. Salmon, of 1111 Road, Kingsbury, London, N.W.8, and Jacqueline Rubin, daughter of Mr. and Mrs. Lester Rubin, of 1111 Road, Kingsbury, London, N.W.8.

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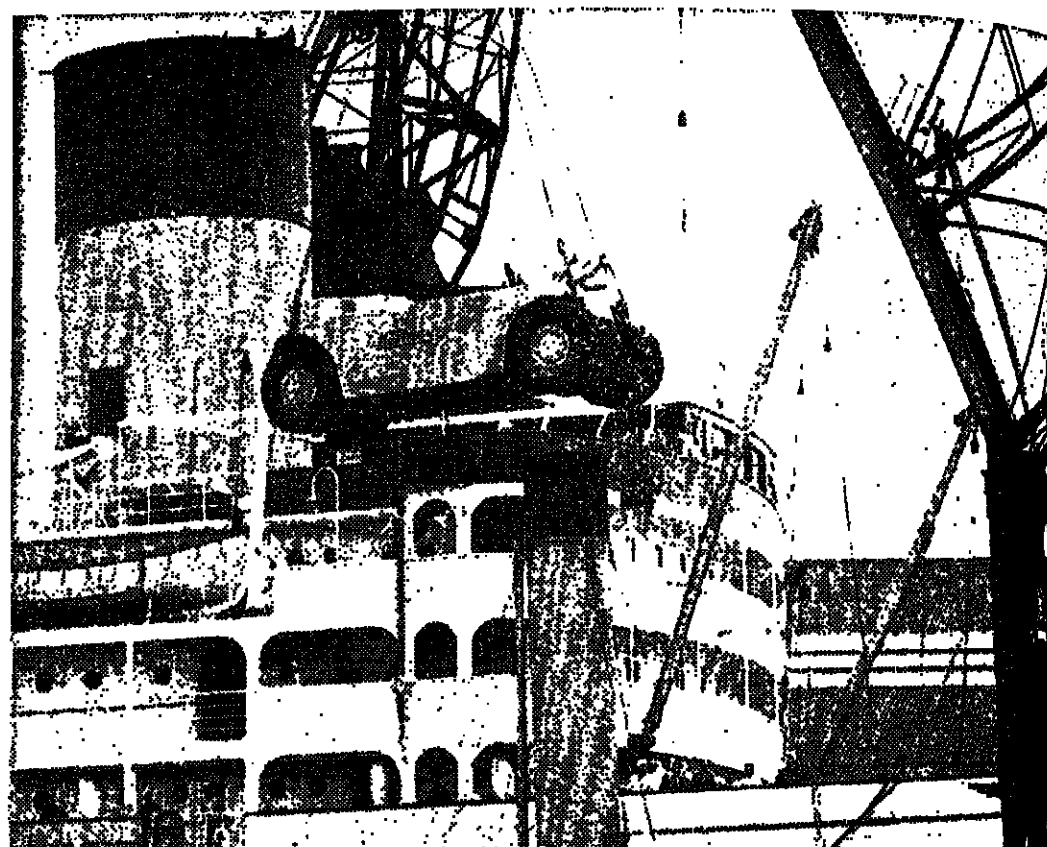
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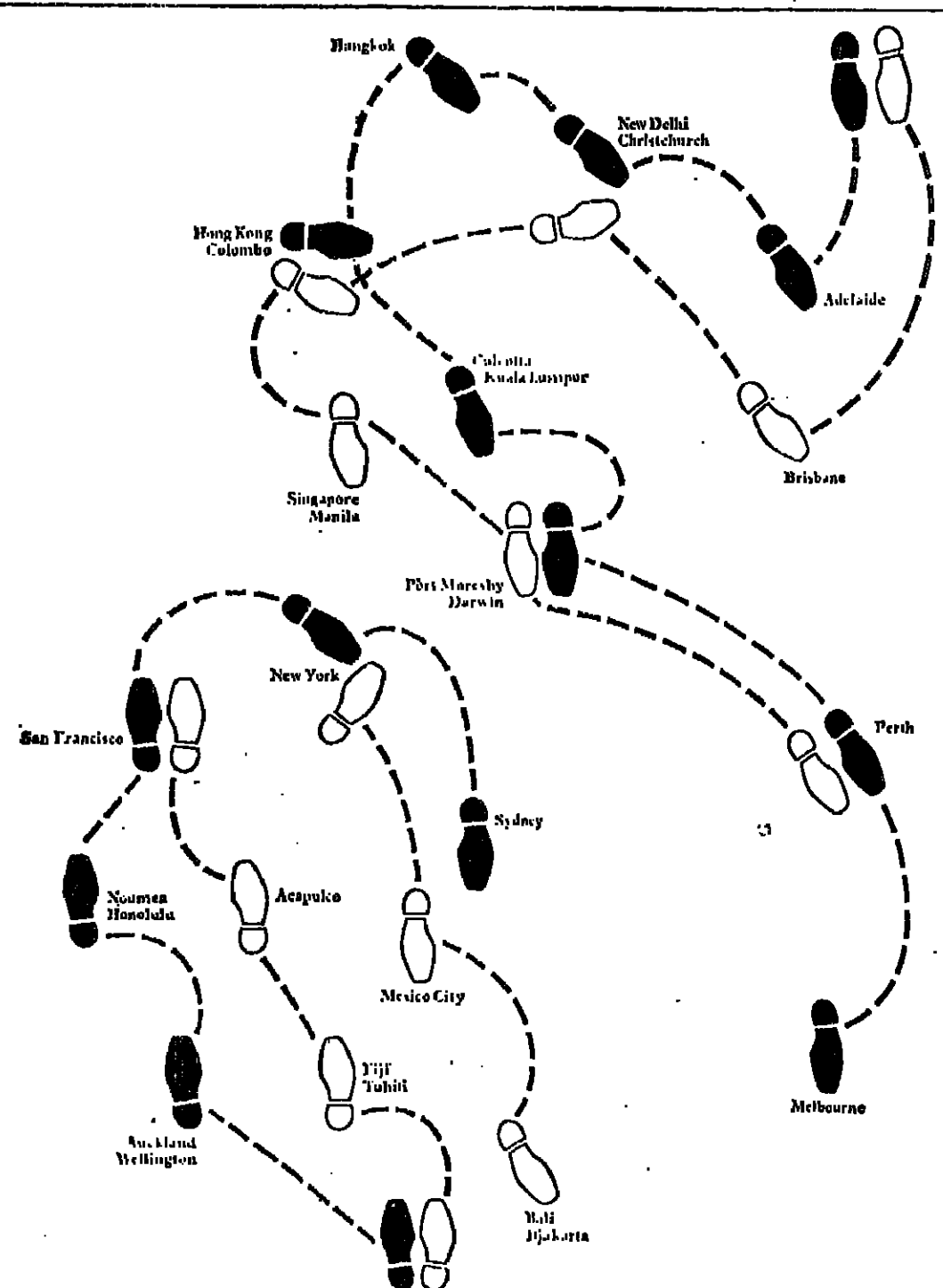
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SHIPPING GETS THE STEAM UP

"It would be a sad day if the act of exporting goods becomes recognised as a steadily seeping open wound — an economic haemophilia — and be accepted by all, including shippers, as an unavoidable fact"



Blue Funnel liner Elpenor takes on a giant fork-lift truck in Glasgow



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It's the way to win friends and influence people. Once he knows it he'll never be lonely. Wherever his products go. Qantas invented it. And Qantas hold 17 'Hops' a week. Direct flights from London to Australia and the South Pacific. No delaying transshipment of goods once they leave London. And with roll-on, roll-off palletised cargo service, Qantas are almost as fast on the ground as they are in the air. The Kangaroo Hop is modern from start to finish. Lessons are free — and the 'real thing' costs much less than you think. Qantas. We're Australian. And we're sure get around. Shall we dance? See Qantas or your cargo agent.

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HEALTHY INCREASE IN AIR CARGOES

ALREADY NINETY PER CENT of cargo by air continues to go in the belly holds of passenger aircraft — although in the case of the Boeing 747 this is containerised loads as well as that carried in the all-galvanneal version of the Jumbo's successor, the Boeing 707.

The world economic recession has not checked air freight expansion, but it has made it harder for the passenger sector. Cargo volumes continue to expand at 15 to 20 per cent each year, but the long-expected 'explosion' has been delayed yet. And airlines are holding their own by ordering as many all-cargo aircraft as had been anticipated.

The continuing heavy use of cargo services for freight has led to a quick optimisation of cargo terminals. At Heathrow, for instance, the amount of goods transported between the airport and the cargo terminal, and the cargo itself, is the pure freighters. These movements can only be helped by cargo rates as does the fact that containers, with all the cost savings which they offer, cannot be fully deployed while passenger freight aircraft pre-empt the cargo.

Two factors in the shipping of individual goods — distinct from bulk oil, grain — which hold out some hope for getting down the cost of transportation of goods are ocean-going and the system known as containerisation. In which ocean-going ships journey across the Atlantic from the Gulf of Mexico to the UK, carrying a dozen or so barges loaded for distribution to a country's inland waterways. In the case of the UK, the Sheerness.

The Lash system as it is not gained too much of its reputation of shippers in the country, although the lack of incoming or out-going air cargo is still a reality. The possibility of whether self-propelled or a mother ship, devoted around the UK coastline, sends some food for thought.

paintings and other works of art. Around 40 per cent of the exports by air go to western Europe and 20 per cent to North America.

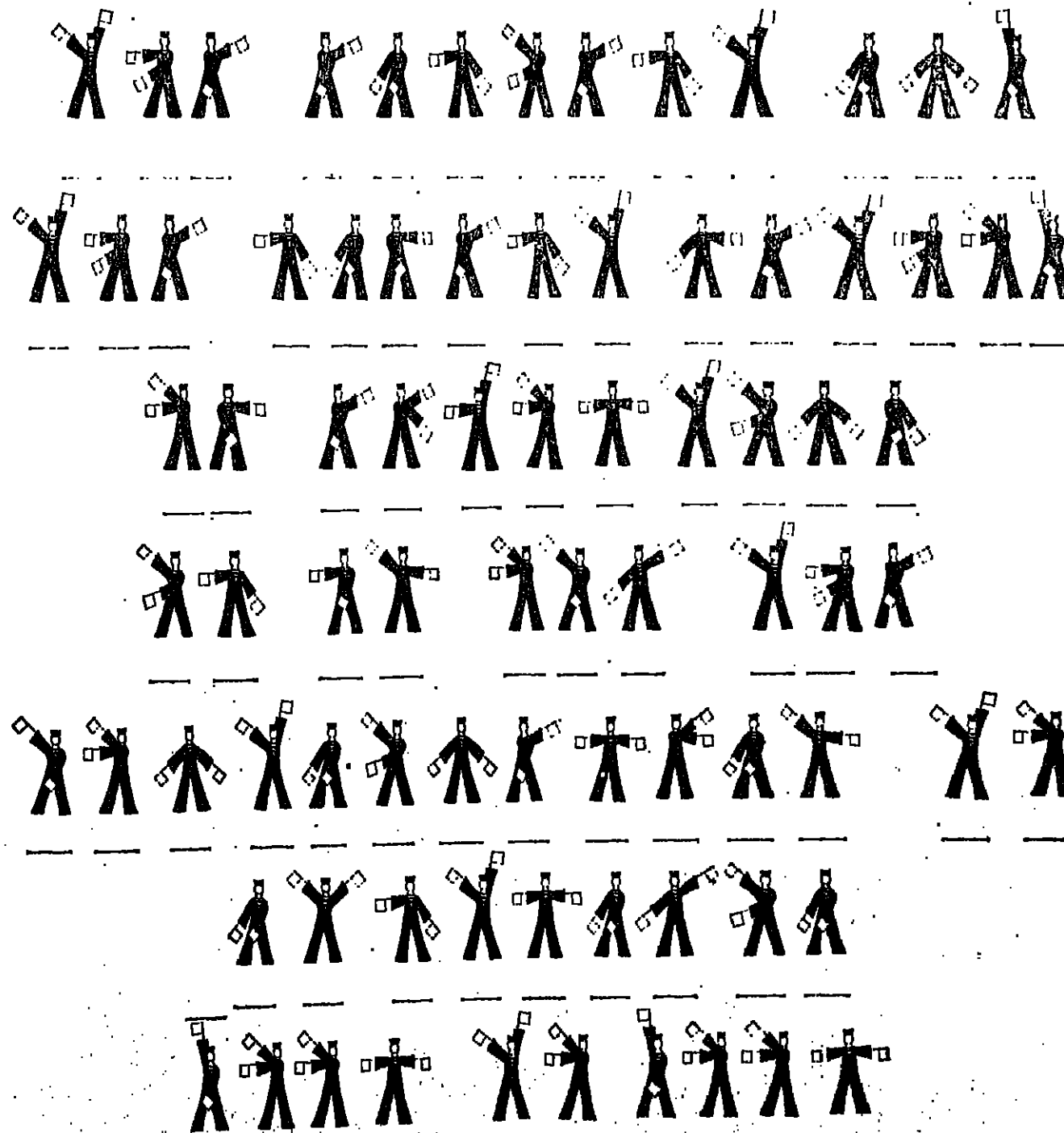
The majority of these are high-cost, low-bulk items on which air freight has traditionally thrived. An enormous sales drive has begun to attempt to convince shippers that they should regard air cargo as an everyday form of transport for their everyday wares.

The salesmen admit that the cost of air freight is more expensive than the older methods by sea and land — but only if the journey itself is examined. They preach the total cost concept in which the customer is urged to examine and add in the savings he will make in the costs of insurance, packing and loss from pilfering, the reduced time in transit, the fact that he can catch fast-moving markets such as clothing and pop records, and the eradication of the need to hold large stocks of goods in expensive warehouse space.

Although air freight can offer significant time savings, a lot remains to be done at the world's big airports to smooth the path of air cargo — still looked upon in some sections of the industry as ballast to fill up what space is left once the people are on board. Customs procedures need streamlining so that an item which covers 6,000 miles in ten hours does not sit on the ground for a further 24 awaiting clearance. Airlines, governments, airport authorities — and customers — have all got to work closely together if the genie, which air cargo could be, is ever to come out of his bottle.



A Pan American aircraft discharges freight at John F. Kennedy Airport, New York



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Jewish Chronicle

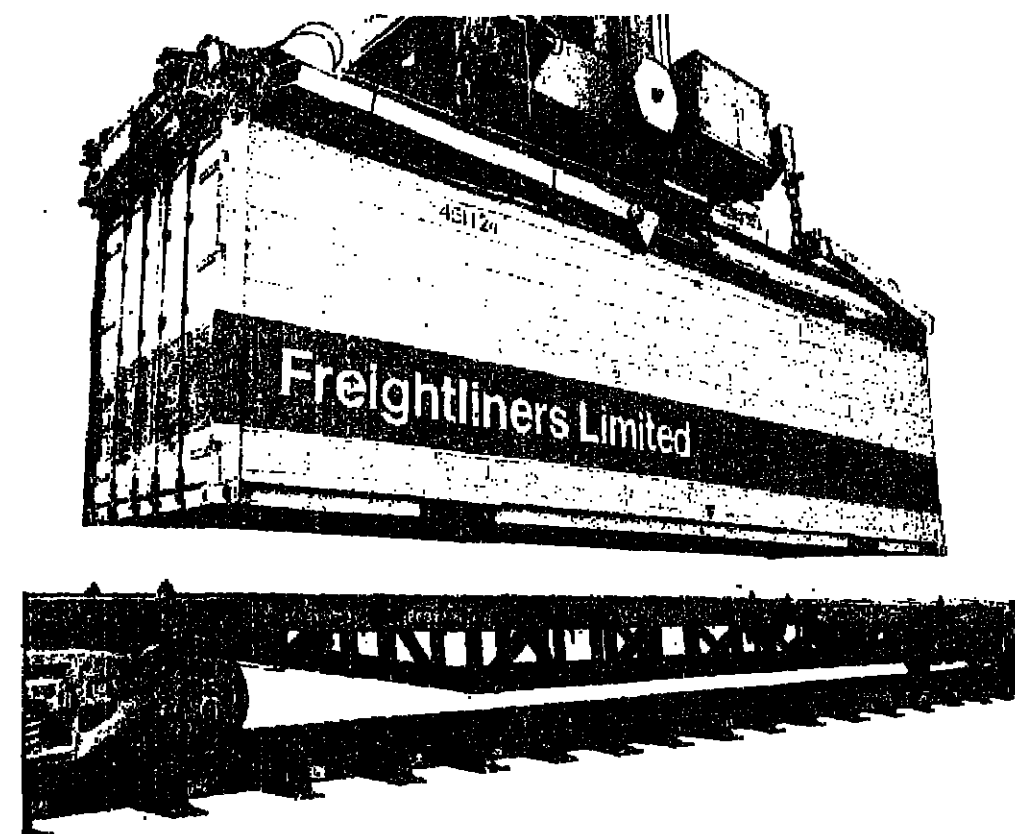
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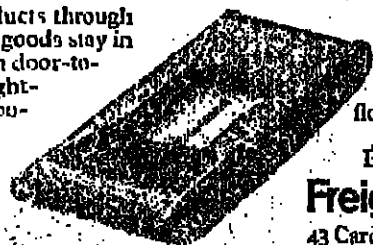


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Things travel better by Freightliner

ASK ANY SCHOOLBOY what the most important development is in the field of transport and he will tell you supersonic flight, perhaps hovercraft. But the bulk of the world's freight is still carried in old-fashioned ships, and the problem of how to modernise this traditional form of transport is even more crucial economically than supersonic flight.

Shipping is undergoing enormous changes to-day to increase efficiency, cut costs and provide for the ever-expanding volume of international trade. Aircraft may carry an increasing volume of freight: yet this pales into insignificance beside the vast tonnage carried across the world's oceans every day of the year. The quiet revolution in freight transport hinges around one apparently unromantic idea—containers. Basically, containers are nothing more than large standard-size boxes for transporting freight.

A Port of London official at Tilbury explained the economic advantage to me very briefly during a recent visit. Pointing to a ship unloading containers he told me: "We can turn this vessel round in the berth within 11 hours using just 13 dockers; before containerisation it would have taken 10 days and 160 hefty dockers."

This is the key to the economics of containerisation. One immediately becomes aware that labour is being saved in the operation of loading and unloading ships. And with the cost of labour rising, this must be reflected in a saving in shipping costs.

The ship too is economising by spending less time in port. In the traditional freight procedure, sailors were receiving a large portion of their wages in respect of time spent not at sea but in port waiting for their holds to be unloaded and for fresh cargoes to be laboriously loaded from the quayside.

CONTAINERS—ARE THEY THE LAST WORD?

Another economy concerns the savings on investment. When a company has acquired so expensive a piece of machinery as an ocean cargo carrier, it wants to see its capital fully utilised. But every day a ship spends in port is a loss. The capital investment is not earning a return, and at the same time it is depreciating. So shipping companies would like to see their vessels in port for a minimum duration and at sea for as long as possible.

Port berths are limited in number and with the growth in international trade there might be a need for an ever-increasing acreage of docks. But containerisation and the faster turn-round in port means that no extra space is required despite the rapid increase in the total volume of goods shipped.

Yet another advantage arises once containers are discharged at a port. As they are standard in size, they can be easily and quickly sent by road or rail to their final destination. Shippers again benefit from quick turn-round and easier handling, thus cutting the overall transport costs.

Apart from all these advantages, the containers—which are of a standard internationally agreed size—protect freight in transit better than the traditional methods of packaging. And they can be numbered with the details of their movement registered on a giant computer, as at Tilbury.

Adapting to containers is costly. One berth at Tilbury alone cost £5 million a PLA man informed me. And each container crane on the quay—they are different from the traditional cranes—costs upwards of £20 million.

On the quay, the containers are moved into the warehouses—for a short duration usually—by straddle-carriers built specially for this purpose. Looking like lorries on 25 ft high stilts, these spidery vehicles pick up 30-ton containers, instantly carry them off the quay to their appropriate warehouse and dump them silently.

For maximum efficiency, the whole operation is continuous working 24 hours a day in three dock shifts every day of the year. At night, the work is carried on under floodlights.

The dockers too must change in character as a result of con-

tinuous work. They are no longer the idle, highly disciplined, and highly disciplined, for a small portion of the foreign trade, the bulk of which is still carried in the traditional manner.

To some degree, the port is not Britain's slow adaptation to containerisation, nor the labour problems beset Tilbury port in the stages, (these were anticipated just over a year ago) to the extent to which nations adopt containers.

It is no good sending a load of freight in 1,500 containers to an African port, there are no container facilities. It is for this reason that British ports and all of the world's major ports have to accommodate container berths and traditional berths side by side.

There is the advantage in this system, does provide the visitor with an object lesson in the success of containerised freight.

Nor may containers be the last word in sophisticated methods of handling freight. You can see container ships at ports like Tilbury, a crane—known as a ship loader—which is built into the ship's deck so that no crane is needed.

Even more futuristic plans to build whole ship containers. This would mean that just a quarter of a freighter would consist of crew's quarters, etc., and the rest would consist of cargo space built up from the ship's hull.

As the Port of London downstream towards the estuary, the traditional method of handling freight is being replaced by containerisation. This is a process which is being carried out in a very crowded London area, and a balance to be struck between the old and the new.

Whatever may be the future of the port, the container is the last word in the world of freight transport.

SCIENCE CUTS COSTS

Over-rising freight charges force manufacturers to PDM

THE BRITISH FREIGHT transport industry, together with its counterparts in Europe and America and most other industries in this country, is in a state of recession. Indeed, the general consensus of opinion among carriers—road, air and sea—is that they have "never felt so bad."

On the sea freight side, for instance, newspapers constantly report on the difficulties of shipping lines. Rapidly rising fuel and operating costs are making freight operations at risk and more vessels seek and less cargo.

On the roads cutbacks in production, aggravated, no doubt, by the spate of strikes and lock-outs, have meant that much freight requires to be transported. It is ironic that, at the recent Road Haulage Association dinner in London, both the Minister for Transport Industries and the chairman of the RHA spoke on ways to improve the industry. The Minister got more vehicle and safety and allow heavier loads to operate. Most hauliers present, however, were concerned with one topic only: saving and de-licensing their vehicles prior to selling.

MAN DOUGLAS

When containerisation—the scientific, modern method of shipping goods domestically and abroad—is in the doldrums, reckoned by most ship-owners and operators to be the worst of shipping companies, the railways, it is proving to be more costly, capital-wise, than anticipated five or ten years ago.

It is being attacked by constant labour shortages, first at Tilbury (a major loading ban lasted for a year, causing containers to be transhipped at other ports) and then in Britain the giant consortia, Overseas Containers Ltd. and Container Transports Ltd., are facing enormous losses due to un-expectedly spiralling costs. They dare pass on only a proportion of these to shippers in higher freight rates. We find that OCL, up to December last year, were £9 million in the red, expected to rise to £14 million by September this year.

The giant container groups have pulled out, completely, from containerising the New Zealand trade, a decision unprecedented to that country's export position if and when Britain joins the Common Market.

The investment, reckoned to be about £50 million, was made in 1969, when it was thought to cost an additional £30 million because of rising costs—a sum, under-estimated by the companies. Now our giant containerships are in order with a British ship-owners' association, and their disposal is being negotiated with the ship-owners in question.

Containerisation, however, is not dead. It is working successfully in Europe and the North Atlantic. There is a great deal of over-tonnage by sea and air. Whatever may be the future of the port, the container is the last word in the world of freight transport.

said about it not living up to predictions in cutting costs, if many of the goods exported today were not containerised, they would cost far more to move, in terms of freight rates, insurance packaging and physical handling, than they do now.

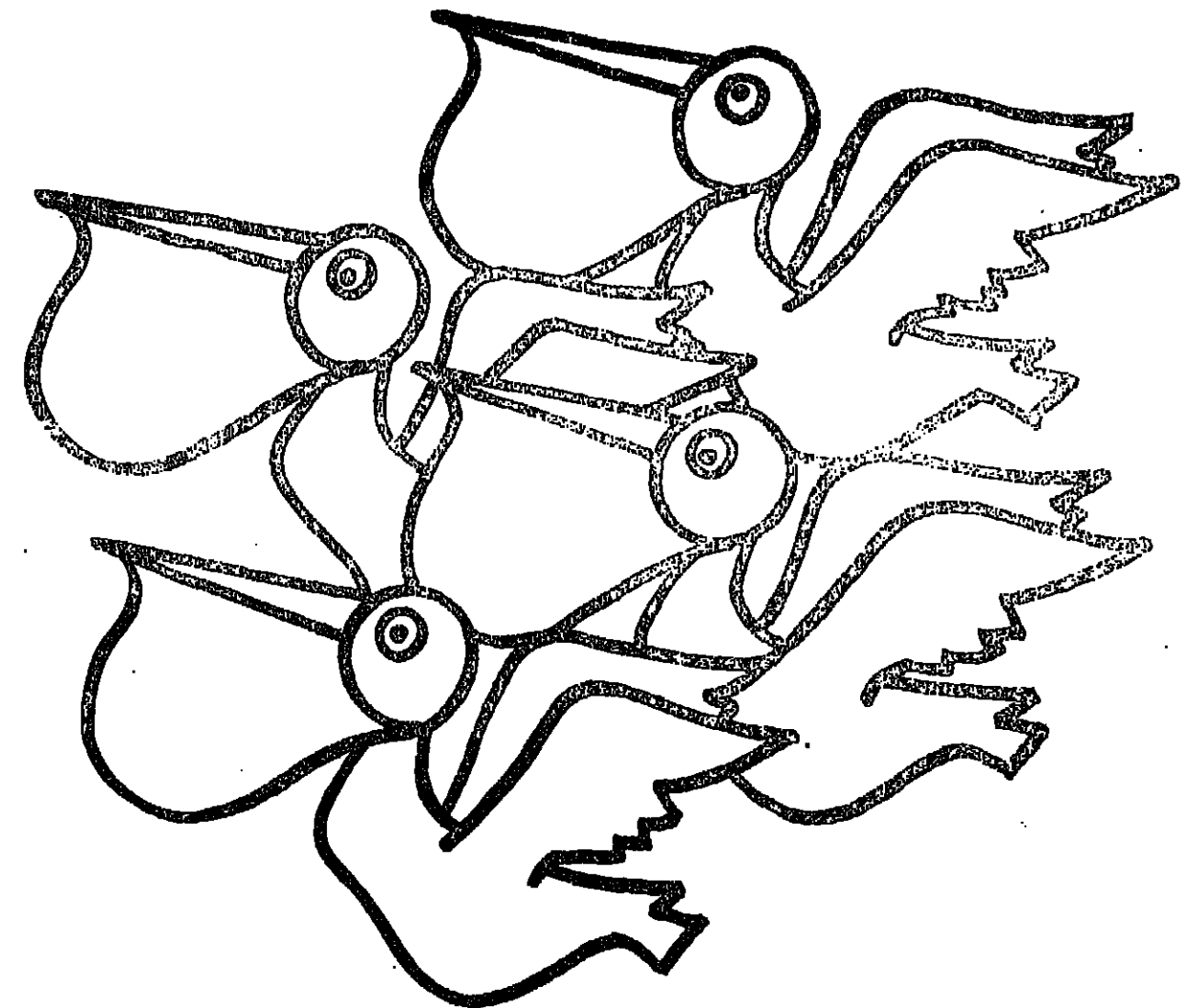
The situation is forcing companies to realise that there is more to exporting a package than crating it and getting it to the docks. The science of PDM—physical distribution management—is gaining ground with the growing belief that distribution is the only area left for cost savings.

Many of our larger concerns have been practising PDM for some years now, having appointed senior management personnel to first study, and then oversee distribution. Now, medium-sized and smaller



A Conveyor 8,000-lb capacity fork-lift truck fitted with 2-speed torque converter

companies too are being forced to study physical distribution economics with the aid of specialists. Particular areas for study are in cargo packaging and handling; documentation, inventory and warehousing, and all the forms of road, rail, sea and air transportation, where the humble pallet may well hold the key to cost savings in cargo handling, as opposed to the costly and heavy container. With sometimes 50 per cent of the purchase price of a product taken up today in distribution costs, it is no wonder PDM is so popular.



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AIR FRANCE CARGO

AIR FRANCE CARGO TERMINAL, HEATHROW AIRPORT, LONDON, HOUNSLOW, MIDDLESEX

Air freight may be the glamour girl of the transport industry but the ship remains queen. The amount of goods moved by air remains a mere crumb compared to the thickly sliced cake carried by sea. But competition is proving a tremendous spur to the shipping industry which in Britain is investing between £350m. and £400m. in containerisation. Port handling methods are changing fast. The alternative to innovation is stagnation. The Financial Times writer Ray Dafter reports.

ALTHOUGH AIR FREIGHT has been steadily rising in recent years it has only nibbled at the edge of the vast amount of cargo carried to and from Britain in ships. When one looks at cargo in terms of weight 99.7 per cent of Britain's external trade is still carried by sea.

Because air freight has been drawing off mainly cargo in the high value/low weight sector, shipping shows a lesser share of trade when taken by value: about 90 per cent in fact. But either way (weight or value) it is easy to see just how important a role the shipping industry continues to play.

It is not surprising then that the widespread, rapid and in some ways radical changes that have taken place in the international transport field in the past few years have, to a large extent, been promoted and financed by the shipping industry. Ship owners were the main driving force behind the spectacular growth of containerisation,

one of the most important of the changes.

Indeed it was not unusual to hear importers and exporters complaining that the system of carrying goods was being forced on them. (One still hears isolated bemoanings.)

Containerisation—the carriage of goods in uniform boxes suitable for sea, road, rail and in some cases air travel—may not have lived up to all its promises yet. Teething troubles with the specialised ships, handling equipment and the boxes themselves have meant that sometimes the "fast throughput" has not been as swift as once thought. Such faults can be rectified, however.

What remains to be seen is whether or not containerisation will peg costs as much as at first claimed. The vast amount of capital needed for the containers, the ships and equipment does raise a serious question mark.

It has been estimated, for example, that the British shipping

BRITISH PORTS STUDY THE FACTS OF LIFE

Industry is investing between £350 million and £400 million in containerisation, a huge sum when one realises that it is essentially going on a change of transport method for existing cargoes rather than an innovation which would attract new trade.

This investment is being borne

by many of Britain's major shipping lines although in order to spread the load most of them have joined forces in consortia to develop and operate containers. There are exceptions, however, one of the most notable being Manchester Liners.

Containerisation has always been regarded as a venture with long-term prospects, but it does seem that profits are further away than at first envisaged.

For example, Sir Donald Anderson, chairman of P & O (a member of the Overseas Containers Ltd. consortium), told his shareholders recently that OCL had lost over £9 million since its inception in 1967 and that losses would amount to £14 million in September this year.

It is clear that containerisation is no place for faint hearts. Its birth has been dramatic; its growth tremendous.

There are few developed countries which have not felt the influence of containerisation to some degree. So far Britain operates boxes on many routes including the Continent, North Atlantic, Australia and the Far East. A full Far East service is due to start into this year with New Zealand, South Africa and South America seen as areas for further expansion.

With such a growth it is difficult to estimate just how many containers are in use throughout the world, but according to one survey the number could be as high as 400,000 in use today, rising to possibly 1 million by the end of 1972.

Containerisation is only one of the recent developments which have transformed international transport. It has been utilised cargo in all its forms, be it in containers, as roll-on, roll-off freight, palletised cargo or in ship carried lighters (barges), that has enabled these changes to come about, and what is more important, for the through "door to door" transport concept to be a more meaningful proposition.

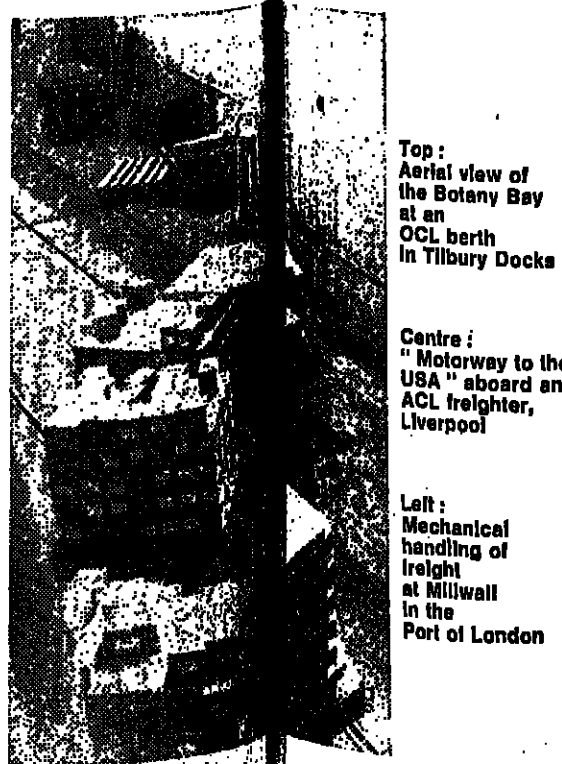
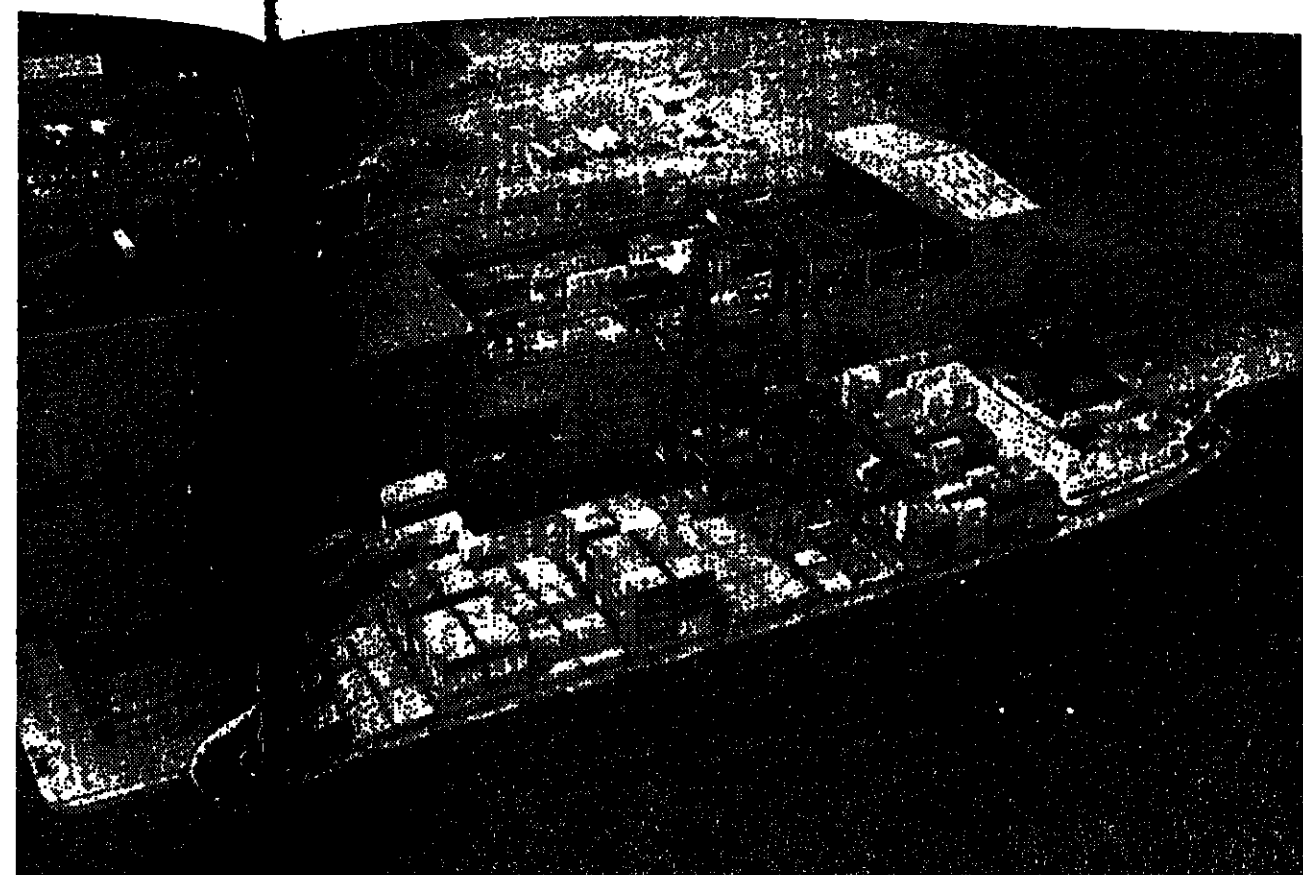
Changes in freight methods has not only meant new specialised ships, but also new ports facilities.

Travel around Britain's ports a decade ago and it would have been like stepping back into history. The quays, sheds and handling equipment were largely a hangover from the nineteenth century; developed to cater for small ships with modest cargoes of mixed consignments.

It was obvious that the ports were wholly unsuited for the new shipping methods which were being introduced or planned. It was equally obvious that ports would have to step up their rate of investment.

This they did in a big way, so much so that, in fact, that the investment is a contributory cause to the present financial difficulties being experienced by most of Britain's major ports.

Since 1964 ports have spent some £240 million. Last year



Top: Aerial view of the Botany Bay at an OCL berth in Tilbury Docks

Centre: "Motorway to the USA" aboard an ACL freighter, Liverpool

Left: Mechanical handling of freight at Millwall in the Port of London

Government. They will be left to find their own solution to their many problems which include finance, labour relations and management. (Mr Peyton has made no secret of the fact that he would like to see the calibre

of port management improved and a real career structure formulated.) Ports have been told they must introduce a more realistic form of charges; a direction which was quickly followed by

some major increases. Indeed some increases were so big—as much as 100 per cent in some cases—that they highlighted just how unrealistic they have been in the past.

Although there are some 300 harbour authorities in Great Britain only the 10 largest and the British Transport Docks Board (which controls another 19 of various sizes) handle 90 per cent of overseas trade and 75 per cent of coastal trade.

It is these larger ports which have hit on hard times; which are chasing containerised and bulk cargoes as the growing and more profitable aspect of transportation rather than the labour-intensive, costly handling of general goods.

It is perhaps surprising that with British ports in so much trouble a group of businessmen are pressing for a new port, Falmouth Container Terminal. But they see a very big need for a container trans-shipment terminal; a place where containers can be offloaded from vast, expensive mother ships on to feeder ships which would carry the containers to different ports in Britain and the rest of Northern Europe and Scandinavia.

More and more ships are being regarded as sea lorries; a link in the transportation chain. Similarly ports are being increasingly regarded as mere staging posts in this through transport concept.

Importers and exporters can-

not afford to have their goods tied up for long periods at ports waiting for sorting, documentation and customs clearance. Hauliers cannot afford to have their lorries standing idle for hours on end waiting to collect or deliver at ports. (This particular problem is being overcome with the growing use of lorry booking schemes, however.)

Hence we have seen the growth of a comparatively new phenomenon in the transport industry, the growth of inland ports or inland clearance depots to give them their correct name.

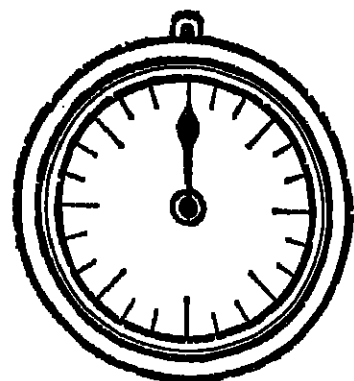
These terminals—about a dozen of them have already been established—enable goods to be loaded or unloaded from containers with custom clearance in isolation from the other, non-avoidable port activities.

The result is that goods pass quickly from ship to shore and inland where they are dealt with. As such depots are inland, usually well serviced with rail and good road communication the inland distribution of goods is also speeded up.

So at last we are coming to a real door-to-door transport system, where goods can be packed into boxes at either the factory or the inland clearance depot and moved through an integrated system of road, rail, sea or air, to the depot or factory at the other end.

The world-wide conveyor-belt system is being established but the task is proving a complex and expensive one to accomplish.

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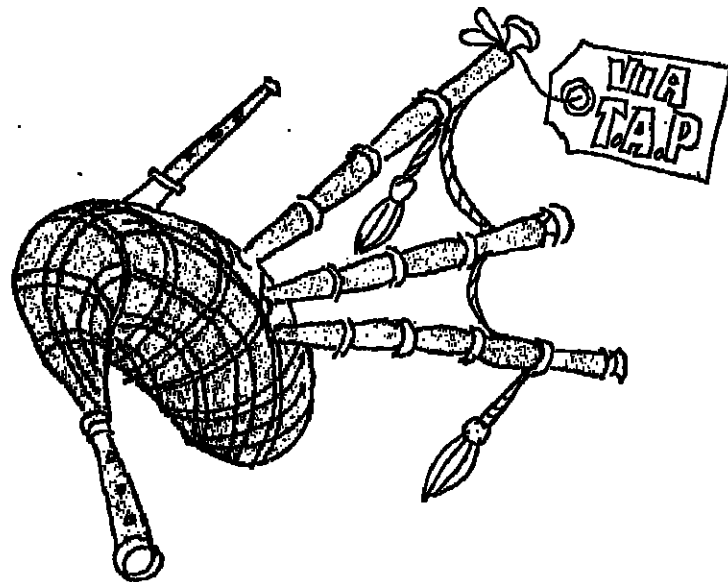
EL AL Air Cargo, Cargo Terminal, London Heathrow Airport.
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Jewish Chronicle

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OF WILD CATS BEES AND STRAWBERRIES...

GERALD M. SMITH

"IF YOU CANNOT hear the engines on the passenger deck, you certainly won't hear the roar of a leopard," an airline freight manager told me recently. What you may ask would a leopard be doing in the cargo hold of a Boeing 707 bound for Israel?

Apparently to fly such an animal from a zoo in Britain to the Tel Aviv Zoo — which is what happened recently on an El Al aircraft — is nothing unusual these days, so varied is the freight carried across the continents of the world by air.

Air freight managers are busy bees. Today their work is often done with the aid of computer calculations so great is the volume of goods sent by air.

Perhaps it is for this reason that El Al's staff was not at all perturbed by the fact that recently they carried a collection of bees from London to Tel Aviv, and later brought a batch of Israeli bees back to Britain.

It seems that the pollen carried by the British bees when mixed with the pollen of the Israeli bees helps the growth of plants in both countries. And it is obviously less tiring for the bees to fly El Al.

The increase in air cargo over the years is reflected in the statistics of both El Al and BEA. The Israeli airline, which mostly uses its airliners for freight carrying, having only one cargo aircraft, gains tremendous revenue from the carriage of goods of high value and first-class quality. Seventeen per cent of BEA's revenue comes from cargo, mostly in airliners, but this airline has a number of cargo carriers. By 1975 this will increase tremendously.

The Jumbo Jet

Of great interest to the air freight market is the introduction of some airlines, including El Al, of the Jumbo jet — the Boeing 747. In addition to having much more space available for freight these aircraft have automated the loading of cargo. Normally, cargo is manhandled into position by handlers, the containers being pushed into position on rollers on the floor of the cargo hold. The jumbo jets have an electronic push-button system operated by the flight-engineer. When cargo is lifted into the aircraft it is automatically moved into the required positions.

El Al claims it can load or unload its entire 747 freight section (15,400 kilograms) in 7 or 8 minutes. Their load capacity is 175 cubic metres as compared to the 60 cubic metres of the 707.

El Al's manifests of freight carried to and from Israel and the United States and Europe includes a huge variety of goods; sheet music was flown to Tel Aviv for the use of a visiting symphony orchestra, also swimsuits, honey, blood for tests, strawberries, hundreds of smokers' pipes, razor blades by the million, radio-active materials for medical use; and from Britain to Israel, 600 rabbits in lots of 100.

Human hair, presumably for use in wig-making is also flown from Israel to Britain by El Al.

Flowers from Israel are almost a standard load into Britain and panti-hose is being flown in large quantities.

El Al has achieved a tremendous success in freight-carrying across the Atlantic to America. Its import tonnage for the last financial year was 2,000, mainly from New York. Export tonnage reached 2,600. In France, raw sea-urchins are a fashionable delicacy in

AIR CARGOES

the gourmet's restaurants, but in their live state, as shipped from Shannon via London to Paris, the sea-urchins exude a fluid which contains brine. This has a corrosive effect on the alloys in modern aircraft and the sea-urchins therefore have to be wrapped in double layers of plastic bags to prevent any damage. Similar problems, although without the corrosive element, arise in the shipping of live eels from Loch Neigh in Northern Ireland to Paris and in

the shipment of live goldfish from Bologna in Northern Italy to London.

Gold bullion, a much-sought commodity by air freighters, also demands special treatment. At BEA's 34th cargo terminal at Heathrow, special high-security rooms are available to handle the millions of pounds worth of this precious cargo that is flown every week.

When gold is wanted in Basle, Zurich, Milan, Paris or London, it is usually BEA that gets the job. About 18 months ago, when the gold price was varying from country to country, BEA ran 36 aircraft successions backwards and forwards from the Continent collecting and delivering the gold as it was bought and sold.

Special life-saving jugs are also part of the manager's headache. An international list of kidney transplant plants, for instance, is kept in London and other European capitals. When a donor becomes available in Scotland and is a suitable recipient in Germany, special facilities laid on by BEA to make that the kidney arrives within its twelve hours "life span".

The container policy of the French Railways

An ever increasing number of transcontainers are being transported through France by rail. The main points of entry and exit are the large sea ports, chiefly Le Havre, Marseille and Dunkerque, the first two dealing essentially with deep sea trade, the last one with short sea traffic, mainly with the United Kingdom by means of the new container ship "Transcontainer 1" of the French National Railways.

There are approximately 50 stations in France which can handle 20 ft. transcontainers, 22 of which are equipped for the handling of 30 ft. and 40 ft. units.

For traffic within France a new type of service, known as "Container Express", was introduced in June 1969. This provides overnight transport of containers between seven of the largest and economically most active cities in the country: PARIS, BORDEAUX, LYON, MARSEILLE, METZ, STRASBOURG and TOULOUSE.

For traffic with overseas countries the tariffs offered by the French Railways are particularly advantageous, with a flat rate for each type of loaded container for any given distance regardless of weight and commodity, and with a low rate for the empty return of privately owned containers.

Better rates still can be obtained through the French Railways' container company, the "Compagnie Nouvelle de Cadres" (C.N.C.), which, by means of container groupage and a large volume of traffic, is able to reduce costs to a

minimum and passes on its savings thus achieved to its customers. The C.N.C. can accept terminal operations and transport in France or give quotations for traffic from the United Kingdom.

The containerisation policy of the French Railways does not restrict the development of other services. This means in particular that the services traditionally offered to shippers will be maintained. These include the local ferry wagons from Dunkerque to Dover and Harwich which carry the majority of the fruit and vegetables moved by rail between Southern Europe and the United Kingdom.

Via the Newhaven-Dieppe route, the traditional traffic in British tin containers may in time be modified to suit new requirements but the principle of a service for tin containers by this route will be retained.

On all their joint routes, the French Railways and British Rail will continue to give the shippers the best value for money. In addition to the roll-off traffic which has in the last few years shown an important part of its traffic is now carried by air, France, to the south of the country, or to Italy, by "Kangaroo" planes operated by "Novatrans", a joint venture of the French and British transport companies.

For additional information on all these services go in touch with the French Railways Ltd., (Compagnie Nouvelle de Cadres), 179 Piccadilly, W.1. or OSA, Telephone 01-493 1000, telex 24651.

The new roll-on/roll-off container ship "TRANSCONTAINER 1" of the French Railways in service on the Harwich-Dunkerque route.

THE SUEZ CANAL

DOES IT MATTER ANY MORE?

BRITISH SHIPPING CIRCLES are not particularly enthusiastic about the possibility of the Suez Canal being opened, should the Egyptians and Israelis find a formula to do this.

Apart from fears that the Egyptians could use this once-vital shipping artery as a political weapon against nations not sympathetic to the Arab cause, economics is the important consideration for any shipping line making the decision whether or not to use the Canal.

Over four years have elapsed since the Six-Day War closed the Canal, bottling up ships that were then passing through it "on their lawful occasion". This in itself is reason enough for shipowners' hesitation about future use of the Canal. Despite

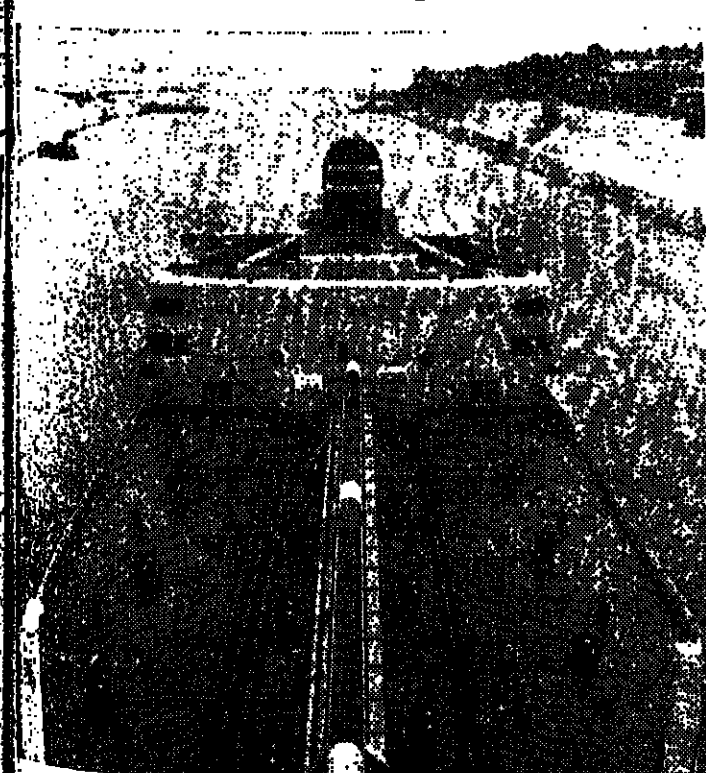
NORMAN H. TILSLEY, editor of Freight Management

the fact that they were eventually "paid out" by insurance companies, they were still involved in costs running into hundreds of thousands of pounds. Since the Six-Day War—and

shipping circles is that British lines should keep their options open. The cost of opening up the Canal, coupled with inflation, could well mean higher cargo rates — much higher than those involved using the Cape route.

Of course, Russian and other Eastern-block countries would find it to their advantage to use the Canal if it once again became operational. Militarily, the Russians would be saved the long and tedious rounding of Africa in which their positioning of warships involves them now. In addition, they and their satellites would gain advantages in the cargo sphere. Generally, they operate medium-sized ships and have not entered the big-ship field at all. Moreover, many of these ships are trading on Far-East-Europe routes where they cream off West-bound return-load cargoes, to the detriment of the traditional shipping lines. They could lower their rates even further.

As for the Israelis themselves, how would they fare if the Canal was open? The pointers are that they would not be affected too much, one way or the other. They have the choice of exporting and importing through Mediterranean ports as



Pre-1967: an oil tanker in the Canal

mainly because of the economies of scale principle — great vessels have been designed and built and put into service which virtually could not use the Canal if it were to be reopened with its former dimensions.

In addition to these quarter-million-ton tankers and bulk carriers, the massive European-Australia trade route, which comprised a large proportion of the cargo ships using the Canal, has become containerised. The

British-European consortia have been costed into a system which relies on exceptionally fast voyage timings and strategically situated bunkering facilities and other logistical considerations planned when the Canal was not available.

However, modern the Canal would be, hold-ups at Suez for passage through the water-lake long waits in the busy port of Suez, and the cost of second-generation container ships — that when ordinary conventional cargo ships are in use — the general feeling in British

well as through the Red Sea port of Elath. If they were to be allowed to use the Canal, they would have a wider choice of ports they could use. But, again, economics would be a significant factor governing the use of the Canal to bring conventional break-bulk cargoes all the way by sea from the Southern Hemisphere, and in the use of the overland route from Elath.

As far as containerisation goes, the same answers apply. Israel is spending considerable sums of money modernising Ashdod and Haifa, the country's main seaports — both on the Mediterranean. Zim Line, the national shipping company, is due to containerise its service between Japan and the United States.

Possibly the sector of the industry which really would welcome the opening of the Canal is that which is involved in conventional tramp and chartering operations. But here again, it all depends on economics and the Imperial Government of the Egyptian Government. It would be far more feasible if the United Nations took over the Canal.



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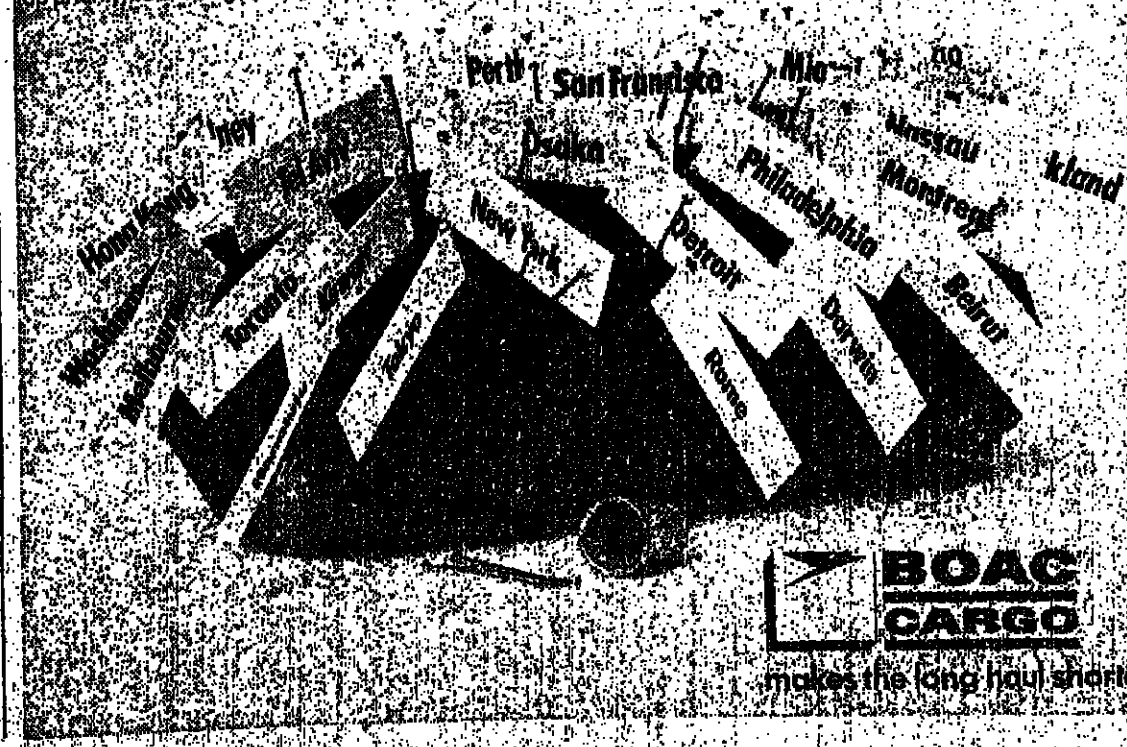
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ON THE ROADS

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BRITAIN'S ROAD HAULAGE contractors, both private and nationalised, have fallen on hard times. Inflation has hit the hauliers particularly hard, and in the financial year 1970-71 was responsible for a 15 per cent rise in costs. The industry has responded in the inevitable way - by raising its charges.

A few examples of rising costs serve to highlight the problem. During 1970 the price of fuel rose by 2½ old pence a gallon and the bulk rebate to hauliers was reduced; tyre prices were raised twice, by 7½ per cent and 10 per cent; minimum statutory wages went up by an average of 40 per cent; the cost of vehicles increased by 19 per cent; and the cost of repairs and maintenance rose by 10 per cent.

Costs are further inflated by growing traffic congestion. Between 1960 and 1969 the number of cars on our roads increased by 19 per cent whereas the number of goods vehicles rose by only 1 per cent. Yet goods vehicle operators contributed 85 per cent of the total expenditure on roads in the past fiscal year.

Congestion is a problem which has a very direct effect on the road haulier. Every minute he is stuck in a traffic jam costs money. In this connection, the cost of delays at terminals, including the docks, is a major problem and the delays themselves whittle away the road hauliers' great advantage and selling point - door-to-door delivery coupled with speed.

Other factors in the cost escalation include the legal stan-

dards imposed on hauliers and their drivers. Road haulage has felt the effect of the current environmental pollution concern in that considerable pressure is being brought to bear on the Government to restrict the vehicles even further than they are already in terms of power-to-weight ratios, noise and exhaust fumes.

The anti-pollution lobby has two main quarrels with road haulage. They regard the size of the trucks trundling through our towns and villages as an unwelcome environmental threat, and they regard the inevitable noise and smoke as contributors to the general effect of noise and air pollution on health.

The road hauliers - by no means unaware of the pollution problem - naturally wish to fight for their economic lives. Present weight restrictions in Britain make the hauliers' international trade difficult at times - fully loaded standard 40 ft. containers cannot always be carried on British roads, for instance, since the weight restriction is often a limiting factor. To partially unload a container before transporting it by road obviously defeats the prime object of the container transport concept.

The Road Haulage Association has vigorously pointed out that a raising of the weight restriction would involve virtually no increase in dimensions. This is a little known fact. The Association recognises the environmental problem, but strongly advocates a positive approach - improve roads generally and introduce more urban motorways. This solution should satisfy the anti-pollutionists, at the same time boosting Britain's economy.

Figures published for road transport tonnage in 1969 amply illustrate the importance of road haulage to British industry and trade. In that year 1,670 million tons of goods were carried, representing 44,500 million ton/miles. This was an increase over the previous year of 20 million tons and 500 million ton/miles. Hauliers, who operated 215,000 vehicles, improved their tonnage by 11 million to 741 million. Own-account operators (companies which move their own goods with their own vehicles) carried 820 million tons, but their ton/mileage was 16,800 million compared with 27,700 million for the professional hauliers - illustrating, incidentally, the relatively high productivity of the professionals.

Figures for the annual turnover of the industry are difficult to come by, but the National

RICHARD MARSH'S tenure was not the only wild ride at his first press conference as British Rail's Chairman-designate. His insistence on the commercial element of his management reminded one that no Transport Minister in the Wilson administration subjected BR's management proposals to more close scrutiny. An immediate fact, is that Mr Marsh will be side over execution of the hamstrung Crewe-Glasgow electrification extension, which its toughest passage during his tenure.

Still only in his early 40s, Marsh is unlikely to have faced other impressive prospects to lift with a Conservative Government on the social aspects of the 1968 Transport Act which finally piloted into law. It is likely, one feels, he has his future on rationalising the commercial sector to preserve British Rail's tenuous margin.

A priority concern is the

FREEMAN ALLEN, managing editor, Modern Railways

BRITISH RAIL UNDER SCRUTINY

adequate contribution that freight services overall make to the system's up-keep and development. Steady acceleration and intensification of re-equipped Inter-City passenger services had not stimulated an annual revenue increase of about 10 per cent but reversed the downward traffic trend, whereas freight tonnage still contracts. In 1970 (full 1970 figures are not yet published) BR's fully self-financing passenger services, excluding Inter-City, put on £21 million extra revenue; the freight was only £9 million.

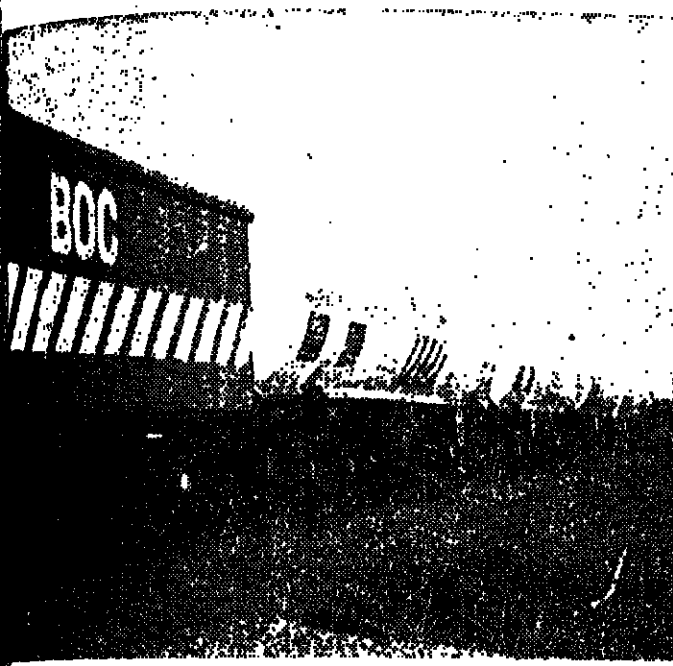
A prime factor in this situation is erosion of a stable freight base. Coal, down from 147 million tons in 1964 to 119 million in 1969 and expected to fall another 25 million over the next five years, is the industry's recession; BR's freight offering is still only 80 per cent.

In what is left of the market BR is holding its own and in other bulk freight movement gaining ground. Intensive utilisation of high-capacity, high payload

Continued on next page

Freight Corporation, nationalised sector of the industry is expected to show turnover of £170 million in 1970. The NFC, made up of companies, represents one-tenth of the industry's considerable turnover. British road haulage can be gauged from the NFC, which is a member of the Road Haulage Association, is raising its charges by a cent-in-line with the private sector. The Corporation's troubles reflect the troubles of the whole industry. In 1969 it made an overall loss of £15.1 million, almost all attributable to the National Freight subsidiary, the carrying firm, which was a division of British Rail.

In common with the rest of the industry, the NFC has been hit by the recession. It is necessary, under the Board, to carry out a major reorganisation.



Britain's first cryogenic rail tankers carry liquids at temperatures as low as minus 196 degrees C.

cannot be recklessly discarded. To do so would throw a bigger share of fixed costs on to the paying traffic, because of track capacity made spare. Moreover, many of BR's major customers generate both wagonload and trainload traffic; to refuse one category might put such traders' whole rail commitment at risk.

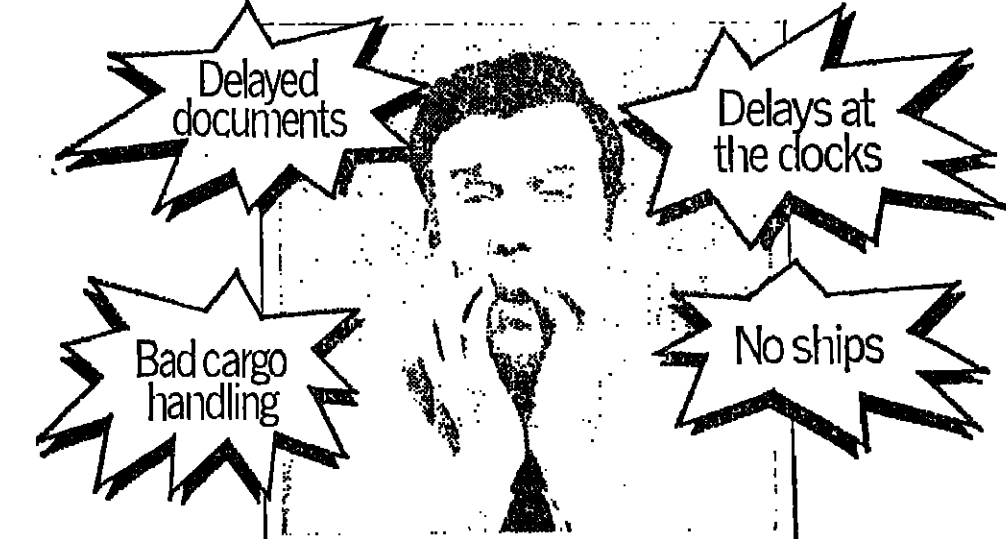
The only solution is to reshape BR's wagonload operation on a strictly disciplined service pattern of fixed capacity tailored essentially to the needs of principal customers. Its efficiency demands a massive renewal of the wagon fleet and also a computer-based control system. Over the next five years that adds up to an investment of about £70 million, but in a sector of BR's commercial business with the most doubt-riddled prospectus of all.

Can Mr Marsh persuade the Government to approve this outlay? If he can't, then a fairly radical new rationalisation of the BR system seems inescapable. Even if he can, expenditure will surely be limited to re-equipment only in the main freight movement corridors.

Thus one expects Mr Marsh to withdraw British Rail freight trains out of "green field" areas in, say, the West Country and Scotland even before the Government pulls the rug out from such rail routes altogether by withdrawing grant aid for their passenger services.

But the Beeching hope of replacing the jagged by countering the loss of coal tonnage and stopping the drain of freighter growth has not been fulfilled. The 1968 Act's transfer of Freightliner terminals to the National Freight Corporation highlighted their heavy capital cost; routes with heavy each-way loading to minimise the concept's economic losses were fewer than forecast; and a universal tool for non-ferrous goods; and assessments of the prepared to cart to of the Road Haulage Association, is raising its charges by a cent-in-line with the private sector. The Corporation's troubles reflect the troubles of the whole industry. In 1969 it made an overall loss of £15.1 million, almost all attributable to the National Freight subsidiary, the carrying firm, which was a division of British Rail.

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Distribution costs represent a hefty chunk of the price paid by the consumer. The £200m. mechanical handling industry is ever seeking new techniques for cutting the consumer's bill.

GETTING GOODS FROM producer to consumer accounts for at least 25 per cent of a product's cost. A large part of that 25 per cent can be directly attributed to storage and materials handling—to the reception, horizontal movement, stacking, order-picking, sorting and vehicle loading and unloading which takes place during distribution.

Too often these cost centres are not identified and are lumped together with transport or warehousing. Because they are not identified they tend to escalate.

The challenge which Britain's £200 million mechanical handling industry faces in distribution is to keep those costs down by providing equipment to save space, time and manpower where movement is necessary and to render unnecessary as much movement as possible. The equipment falls into two main groups. Equipment for potential movement and equipment for movement.

Equipment for potential movement consists of methods of forming discrete items or bulk materials into more easily manoeuvrable, stackable, and

MECHANICAL HANDLING

transportable loads. Pallets—wooden or metal load boards of which something like 15 million are made every year in the UK and freight containers—the giant modular boxes usually 20 ft. 30 ft. and 40 ft. long and 8 ft. by 8 ft. in cross section—are the most common.

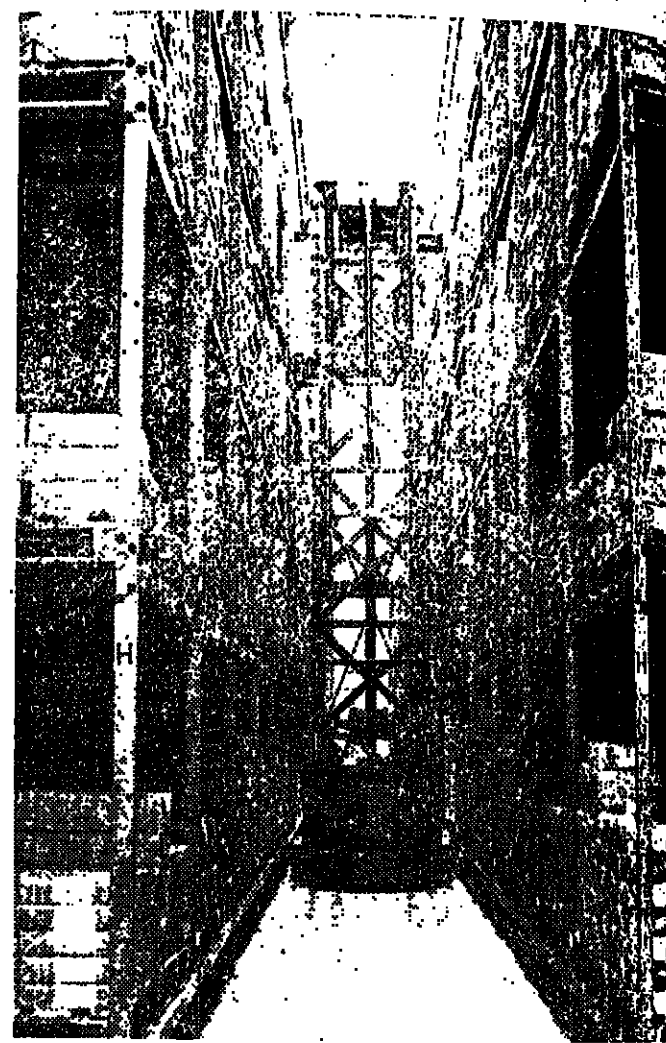
The importance of this type of equipment is that it affects and is affected by the activities of all the stages of storage and transport. A whole series of compromises have to be reached within the chain of activities encompassed, about the size, weight, shape, quantity and strength of the units used and the effect those factors have on the way the goods are stored, transported and marketed.

Equipment designed for the

movement of goods consists of conveyors, industrial trucks, cranes and range of loading aids which help to get pallet and other unit loads in and out of vehicles and freight containers.

The main line of development in this equipment has been towards greater speed of operation, space economy and better serviceability. Forklift trucks can lift transport and position pallets faster and higher and can operate in racking gangways as narrow as 5 ft. A recent development—forklifts which can stack to left or right to heights of nearly 40 ft.—reflects the current interest in saving square footage and using more cubic footage in storage buildings.

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throughputs are called for, the warehouse is intensively used. It may be a call for automated warehouses of the kind used by Boots and that shorty commissioned by the Civil Service in the North East of England. There are now several automated warehouses in use in the UK, a great many more in the USA. They are characterised by their height—some may be as high as 100 ft. and the presence of computer control of order picking and movement.

But automation is expensive and it is not often that the demands of the scale of

JOE HYAM, editor-in-chief
Mechanical Handling

warehouse operation justify the cost which may be in the region of two or three million pounds.

Whatever type of warehouse is used it is important to realise its part in the total distribution picture. The increasing use of wheeled pallets which are filled in warehouses loaded on to vehicles, off-loaded at shops and wheeled right through the growing range of shops, reflects the growing portance of this total distribution concept. One German cake and biscuit manufacturer, Bahlsen's Kakebaker of Hannover keeps his products in the same wheeled pallets from the end of the production line in their factory till they are delivered to outlets.

The wheeled pallets are transported from the factory to central stores, off-loaded in a highly mechanised way in four levels high, and loaded into road vehicles. One feature of this total distribution system is that the load of pallets can be assembled and loaded in a matter of minutes. The future of warehousing will see more of that kind. Plans are already being made for units in which goods are packed and stored in a play of goods in super-play. Particularly in the case of cartons to the point of sale and to that of shelves in shops used in super-play.

Once the broad been steak comes an actuality I can imagine some learned sage publishing a response to show that broad beans were at one time employed in some dark Baalish rite and, as such, are not kosher or that they can only be made kosher if they are properly shelled with a properly trained sheller.

Confound the perhaps best known for their artificial fibres.

Last month's statement by the countries of the Common Market on the Middle East situation has given a noticeable jolt to relations between the West German Republic and Israel.

There were two awkward features about the statement. The first was that it appeared to give a "blanket" endorsement to the so-called "Rogers Plan," or rather to the interpretation of it which equates the principle of withdrawal with a virtually total Israeli withdrawal from territories occupied in the Six Day War.

The second awkward feature was that the Six should feel it necessary to make a statement at all on a foreign policy issue altogether remote from their normal concerns.

That West Germany should have subscribed to the statement caused disappointment. For since the appalling horrors of the Nazi Holocaust a sound and, indeed, a sensible relationship has been established and even

under the name of "Friendship with Israel," which set out to inform the German people about what had been done to the Jews and to establish the first tenuous links with the inhabitants of Israel.

Chancellor Konrad Adenauer took up the task of reconciliation in December, 1951, when he met Dr Nahum Goldmann in London's Claridge's Hotel. Out of this meeting sprang the first coherent efforts of the Bonn Government to make restitution to the Jewish people. The result was the Luxembourg Agreement on German Indebtedness to Israel, which produced 3,450 million marks for aid in the resettlement in Israel of 380,000 European Jews.

The Agreement was ratified by the West German Parliament, but only with some difficulty. Adenauer had to take the, for him, unwelcome step of making common cause with his Social Democratic opponents.

PERSONAL OPINION

are experimenting with artificial meat and are shortly to market a steak which, though fashioned out of broad beans, is claimed to be every bit as succulent as the real thing.

Would it not be nice to banish meat from our kitchens? Life would become less restrictive, and its expenses less prohibitive—no double sets of crockery and cutlery, no double sink-units. Our kitchens could become smaller for a start. We would also be able to dispense with the whole network of shechita boards, kashrut commissions, kedasha commissions and their attendant hierarchy of watchers, keepers and supervisors.

Or would we?

When I was a boy one only had shomrim in butcher shops. Now they have them in bakers. Foon we shall be having them in greengrocers and even laundrettes. (How laundrettes? Well, in certain circumstances, your woolen underwear could merge with your linen tablecloth and before you know what's happened you're wearing shatzet. Unlikely? Well, it's even less likely that your baker will use cow's milk in his cream-puffs.)

One the broad been steak becomes an actuality I can imagine some learned sage publishing a response to show that broad beans were at one time employed in some dark Baalish rite and, as such, are not kosher or that they can only be made kosher if they are properly shelled with a properly trained sheller.

Confound the perhaps best known for their artificial fibres.

THE EXTRA-SPECIAL RELATIONSHIP

BONN AND JERUSALEM



Adenauer and Ben-Gurion who wrote a new chapter in Germany's relations with Israel

20 years. The Bonn Government banned the Socialist Reich Party in 1952. It was right to do so; there were a great many ex-Nazis still "in business" and still with plenty of drive left. The Federal Government did not ban the National Democratic Party when it apparently became a danger in 1960-67. Again, it was right; the ex-Nazis had already shot their bolt in provincial elections this year and last the NDP vote has fallen from about 7 per cent to under 3 per cent.

Violent Right-wing extremism has been killed by kindness, in the shape of ridicule and reasoned disapproval. Today there are still 68 extremist Right-wing groups, with about 30,000 members but it may be that the "New Left" will be more of a problem for West German parliamentary democracy. There are about 250 extremist Left-wing groups, with a total of over 80,000 members, and a far more active "underground press" than that of the neo-Nazis. The West German "New Left" could turn

into the advance guard of the "anti-Zionist axis" of Moscow, Warsaw and East Berlin. It is only since Dr Adenauer's retirement in 1963 that full diplomatic relations were established between Bonn and Jerusalem. But Dr Adenauer sponsored the 1957 arms agreement (Peres-Strauss), under which West Germany bought Israeli machine-guns, mortars and small arms; and the 1960 financial agreement which produced West German backing for Negev development projects. West German goodwill has not been lacking.

The statement of the Six on the Middle East should not be allowed to become a serious setback in West German-Israeli relations. It was not a formal resolution nor, as the West German Foreign Minister, Walter Scheel, has explained, a novel "recipe" for peace in the Middle East. Mr Scheel is due to visit Israel in late July. Additional clarification can wait until then in the knowledge that a firm friendship between West Germany and Israel already exists.

ASK THE RABBI

Is it permitted to call a woman to the Reading of the Law?

Contrary to what is generally assumed, there is no objection to a woman who has her period coming near to the Sefer Torah (see Berachot 42a), so whatever reason there is to prevent a woman being called to the Reading of the Law this is not it. We find the following in the Talmud (Megilla 23a): "Our rabbis taught: All are qualified to be among the seven (called to the Torah on the Sabbath), even a minor and even a woman, only the sages said that a woman should not read in the Torah out of respect for the congregation."

(The Shulehan Aruch, Orach Chajim 282, 3, quotes this verbatim.) If the sages say that a woman should not read in the Torah what is the significance of the first statement that all are qualified to be among the seven—even a woman? This would seem to suggest that, while the sages frowned on it, there is no actual legal objection to a woman being called to the reading.

What is the meaning of "out of respect for the congregation?" Some authorities understand it in this way. In olden days, it is well-known, those called to the Torah (not having it read for them) by the Reader as we do nowadays) consequently for a woman to read, and

thereby demonstrate her superior knowledge of Hebrew to that of the men in the congregation would be a source of embarrassment for the latter. Out of "respect for the congregation" we do not encourage a situation in which one could say that the learned woman shows up the unlearned men.

It is even possible that the apparent contradiction in our source between the first and last section can be solved by suggesting that where there is no option, i.e. where there are insufficient men who can read, then women may read. Indeed, some authorities in the Middle Ages ruled that in a congregation composed entirely of Cohanim the first *aliya* should be given to one of the Cohanim but all the rest should be given to women!

Consequently, the main reason why Orthodox congregations do not allow women to be called to the Reading of the Law is solely because it is untraditional, as it undoubtedly is in some Conservative congregations in the United States where women are called to the Reading of the Law (girls when they are Batmitzva and other women from time to time) on the grounds that nowadays, when in any event the actual reading is done by the special reader, there is no objection to an *aliya* being given to women.


Handwritten note: "The 11 is 116"

7a HENRIETTA PLACE, LONDON, W.1.  3 THE BROADWAY, LONDON, S.W.1.

John C. De

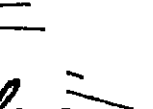


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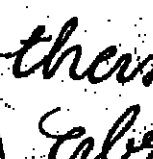



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**Classified
announcements**
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GOLDEN WEDDINGS

GOULD—Alice and Becky Gould (née Babin), of Bonifay, Fla., to announce the 40th anniversary of their marriage, solemnized at the Western Synagogue, W.1, on June 14, 1931.

Unclassified advertisements will be found on page 28

BIRTHS

BRONZITE—A daughter (Lisa Vase) was born on May 20, to Ruth (née Fielding) and Michael—9 Worcester Gardens, Chiswick, Uxbridge, Middlesex.

CHARTER—A son (Aron Tami) was born on Sunday, June 4, to Elaine (née Levine) and Lester, 5 Hazlet Road, Shirley, Nassau County, Long Island.

Ronn and Linda Williams will read the Lullaby at the Pinner & District Synagogue on Saturday, June 9, 1971. Kiddush after the service.

NEWMARK—Israel (Jack) and Annie (née Madenberg), of 35 Hyde Park Mansions, London, W.2, are very happy to announce the 50th anniversary of their marriage on 50th place on June 16, 1921, at the Portmanteau Club, Stair Circle West, under the auspices of the Grosvenor Club.

BIMON—Abe and Pauline (née Miller), 3

ENGAGEMENTS

CLIPPER. Mrs. Sam (Jason Lee) was born on May 20 to Sandra (nee Stolin) and David, of 43 Woodbine Ave., Haver, Sussex. (A brother, who was another graduate for Mrs. N. Stolin and Mr. David.)

EPSTEIN. On Shabbat, June 8, at the home of Mrs. J. Epstein (Bertha Andrej), wife of Mr. C. Epstein, of 1011

LEVY. WEISS. The engagement is announced between Anthony, only son of Benjamin and Sarah Levy, of 8 Browning St., Boston, Mass., and Jennifer, daughter of Salika Weiss and the late Edmund Weiss, of 8 Ellsworth Road, Montreal.

STOLLER. RABBIERS. One is happy to announce the 50th anniversary of their marriage, which was solemnized at Belfast Synagogue on June 16, 1921.

FELICITATIONS, ETC.

R : DAGGERS.—We are
since the engagement bet

FREEDMAN, Murray and Maurice Drucker and Anne and Morris Freedman are happy to announce the birth of their first grandchild, **Michael** (aka Drucker) and **Michael Freedman**.

KROPPEL, A. Garling son (Andrew Mark Kroppe) and **Barbara Kroppe** are pleased to announce the birth of their first grandchild, **Gerardo Kroppe**, of 12 Pine Hill.

Stoller and his wife, **Molly Stoller**, of 2000 **Wendover**, and **Milly Stoller**, of 1000 **Wendover**, and **Anne Daggers**, elder daughter of **Dette Daggers**, of 28 **Stotham Gardens**, H.S. 3.

DAVID, GOLD, —To our dear Mum and Dad, Maz and Sam, and to all the family and friends of our Golden Wedding, May you all be blessed with many more years of health and happiness. —From your loving children, Reginald, Howard, David, Evelyn and Maurice and all the grandchildren.

VAN BUREN, ANDERBOCK —Mr. and Mrs. Van Buren, of 1 **Sandringham**, Hova, wish to announce the engagement of their daughter, **Barbara**, to **Mr. and Mrs. Van Buren**, of 1 **Sandringham**, Hova.

her daughter, Marilyn, to T

KRAVITZ:—A baby son, Isaac Kravitz of 22 Wyckwood Avenue, Canons Park, Edgware, another darling daughter (Tracey). (A sister, Tracey.)

MARSHALL:—To Tessa (nee Schma) and Freddy Langs, a son (Martin Adam). (A daughter, Elizabeth.)

MESSENGER:—A daughter (Liza Esther Ruth).

WEINBERG: JOSEPH: The engagement is announced between Derek, son of Helly and Ben Weinberg, of 38 Tudor House, Weybridge, Middlesex, and the daughter of Max Pipelstein (Markis) and Mrs. Pipelstein, and Mr. and Mrs. M. Weinberg, of 107 St. John's Road, London, N.W. Mrs. Lou Joseph, of 69 St. John's Road.

HAYMS:—To dear parents mazeltoff and basl vionis on your Pearl Weddell, Wish-

Lou Joseph, of 2 Alhambra
n, E.6, granddaughter of

FORTHCOMING
WEDDINGS

MARRIAGES

TAYLOR : HAMMERSHME.—The marriage will be solemnized at lifted District Synagogue, Baillie Lane Lane, Baltimore, Md., on Saturday, June 8, at 4:30 p.m., between Aron, son of Betty and Jack Taylor, and Rachel, daughter of Alfred and Jack Hammershme, of Baltimore, U.S.A.

WARRIORS

HAPPO—To Lauren (nee Levin) and
George (formerly civil) on June
1, the gift of a son (Nir) and
HWARTZ—Twin sons (Simon and Stuart)
were born on June 3, 1971, at Mayday
Hospital. Credit to Jean (nee Lasker)
and Barry Shwartz, of 27 Northampton


HOFFMAN—The marriage took
place at Grickwood Synagogue, London,
on June 3, 1971.
Hoffman and Shoshanna Renata Plaut.

SILVER WEDDINGS

ABRAMS—On June 5, my darling sister,
Jana (nee Marston) and her husband,
a long illness patiently borne. Deeply
missed for ever by her sister, Lana.
(Herman) May you rest in
peace.—Penyhan House, Cardiff.

ABRAMS—On June 6, my dearly beloved

SILVER WEDDING



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Antishare furnished flat, £18 range.—202
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6590.
RD male (mid 20s) for live service flat, S.W.7;
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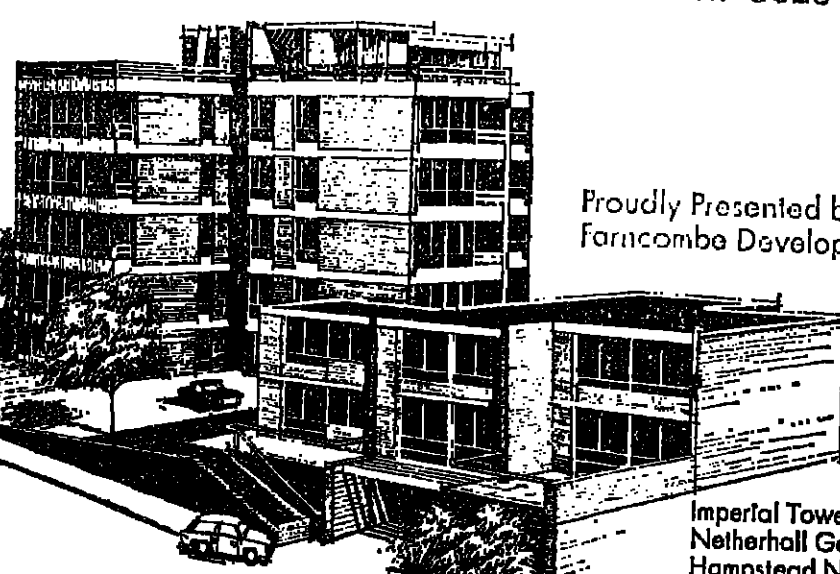
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100 YEARS AGO

Jewish Chronicle, June 8, 1971

The truth of a remark of a respondent in these columns is to effect that the members of the London Great Synagogue believe that the attention of the world is at this juncture being drawn to the election of a President of the Great Synagogue. This is particularly manifest Sunday. Virtually, they were contest. To use a sporting phrase, "the favourite candidate was the running; the rest lay where." ... At the close of the polling Mr. Jonas Jacoby, presiding warden, announced, deafening cheering, the following: Rev. M. Hest, 80; Rev. E. Schonberg, 14; the candidates no votes.

50 YEARS AGO

Jewish Chronicle, June 12, 1921

A new Catholic Atlas—French Roman Catholic page Croix, has just published an attack on the Zionist movement. The paper criticises Mr. George for his "realism" and realises the Holy Scriptures points out that it is against the interests of Catholicism that the country should be in the hands of the Arabs, and represents the riots as the result of fanaticism on the part of the last immigrants.



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USA chaplains

Sir—I note the report from Los Angeles, in your April 23 issue, referring to the proposed dismissal of three Jewish hospital chaplains. In all fairness, it ought to be pointed out that after vigorous representation to the California Legislature and Governor Reagan on the part of the Jewish community leaders and the Boards of Rabbis of California, the chaplains were reinstated.

(Rabbi) JOSEPH ASHER.
The Congregation Emanu-El,
Arguello Boulevard and Lake St.,
San Francisco 94118.

ME handbook

Sir—Quantity rather than quality is a contributor and contribution. Count the arguments, don't weight them. What a reliable handbook!

Your reporter must be commended for having drawn out what was and is in the mind of Michael Adnan, the editor. We have known, about for too long a time that he is representative of many "Arabists" all over the world.

T. PRINS.
Rustlings, Bathford, Bath.

LETTERS TO THE EDITOR—Continued

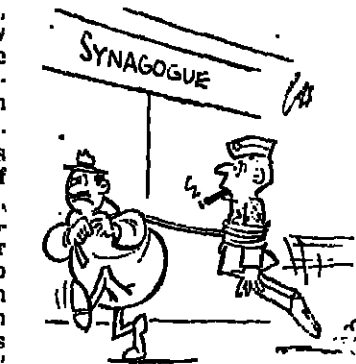
Some very reluctant GIs

Sir—I have read with interest, albeit with alarm, the statement by Captain Chaim Scheritz, of the USAF, on the 100 per cent intermarriage rate of Jewish American Air Force men stationed in the UK.

There are two air force bases not far from here, and on one of them a monthly service was held. Much to our disappointment, despite our own attendance, a proper service could not be held due to the fact that we could not obtain a minyan. It gradually dawned on us that in the majority of cases an attitude of "couldn't care less" was rife.

Ben Azai, in his comment on Captain Scheritz's statement, did not check his facts when he asked: "How many of them (Americans) have been invited to homes, if not in Hampstead Garden Suburb then at least nearer the air force bases?"

We in Bedford pride ourselves on our hospitality and have extended our invitations to the Americans stationed at the above-said bases to attend local High



Festival and Holy-day services held here. They have also been invited home after the services for meals. Individual invitations were extended to attend our communal seder.

I hope that Ben Azai realises that we have tried to keep alive the spirit of Judaism for the Americans stationed near here. They have never been short of a welcome at any time.

JACK COWAN.
41 Maylands Way,
Pulney, Bedford.

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